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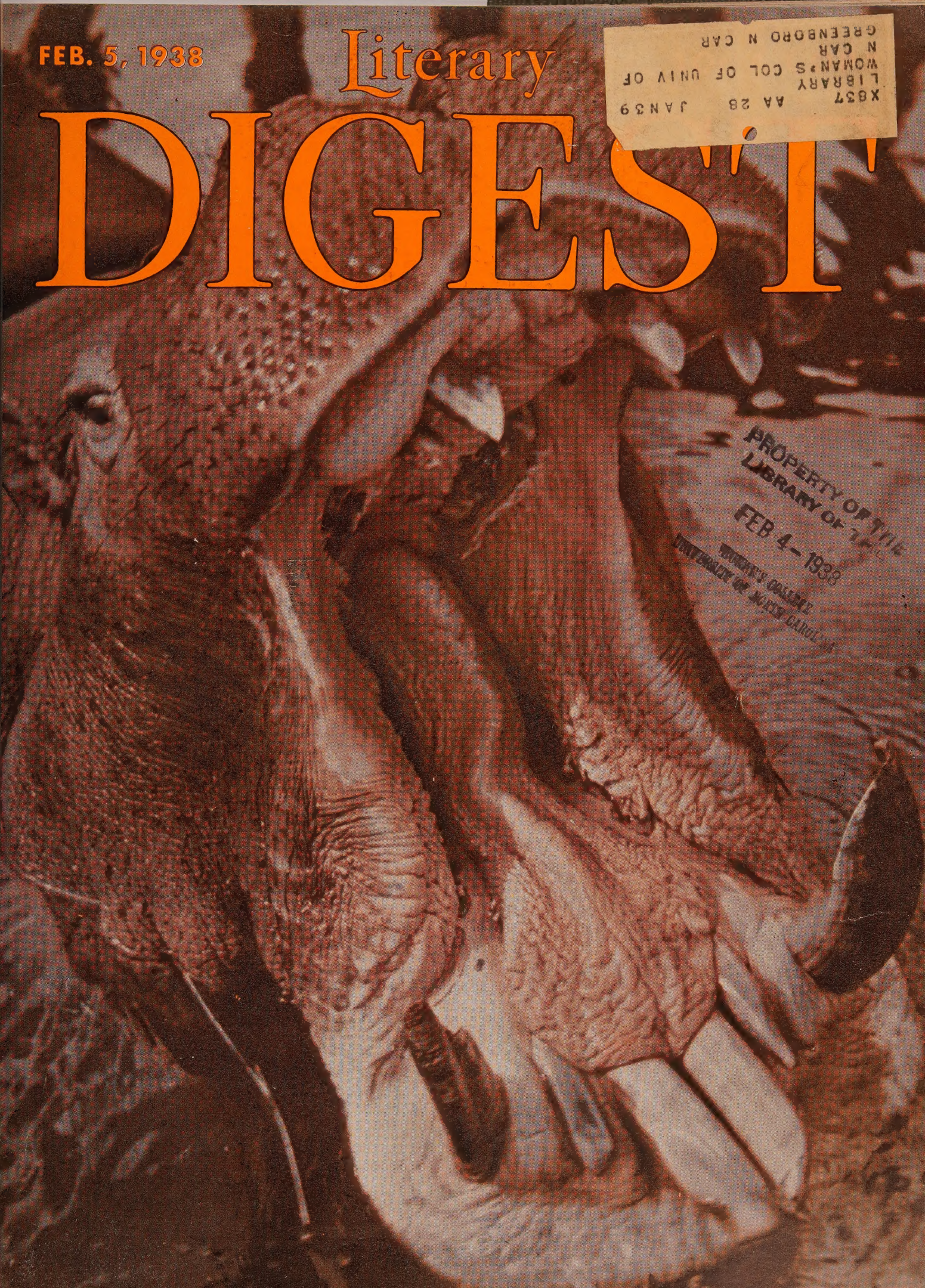

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"See . . . it's signed by young Washington"

As early as 1746, the neighbors of young George Washington entrusted the surveying of their fields and forests to the master of Mount Vernon. They could count upon his unswerving honesty. His name upon a map made it an authoritative document.

A good name is no less important today. As you read the advertisements in this magazine, you see the names of manufacturers and merchants who have builded their business success upon honest products.

The very fact that they advertise speaks for their integrity. The store that *stays* in business has not only to get customers but to keep them year after year. Your good-will is worth too much to be endangered by inferior, unsatisfactory goods.

Read the advertisements regularly. They will save you minutes and money. They serve as maps of good merchandise—signed with names which, like the name of Washington, have been tested by many and found completely trustworthy.

Adv.

EXCLUSIVE LITERARY DIGEST PHOTO FROM WIDE WORLD

Literary
DIGEST

NURSES IN WAITING: All Holland waited breathlessly for the birth of an heir to the Crown Princess Juliana. While these nurses sat in readiness, gunners on all warships and at every army post stood by their guns day and night to fire the welcoming salute

Story of a Week

On the 16th of May in the ominous year of 1914, the steamship *Vaterland,* new Queen of the Seas, 950 feet long, steamed out of Hamburg on her maiden voyage to New York. The German flag fluttered at her mast.

Five days later a plume of black smoke peered out of the blue haze of Ambrose Channel. Soon the outlines of the new buff, black and white ship took shape. A roar went up from craft in the harbor. The *Vaterland* vibrated with deep-throated acknowledgments and sailed majestically up the Hudson.

Off Pier 2, Hoboken, she ran into hard luck. Crowded ferryboats pressed near and cramped her movements. She couldn't make her berth. "To avoid smashing into the pier, her huge bulk was swung into the river," said the New York *World.*

"More and more tugs were called. They laid hold of the giantess, which pulled them over on their gunwales. In the conflict shippers lost patience and exchanged picturesque language. Four hours passed before she was snug in her berth."

Captain Hans Ruser was displeased. "At Cuxhaven," he said, "I docked the *Vaterland* with one tug inside of 20 minutes, but in Cuxhaven they have better traffic regulations than here."

FAREWELL to a Queen

The *Vaterland* was never a lucky Queen. In July, 1914, she was ready to sail from Hoboken to complete her third crossing. "Germany declares war!" the headlines suddenly flashed. The *Vaterland* did not sail. Her 3600 passengers flocked to other ships. The Hamburg-American Line took a loss of $500,000. The German crew was stranded on American shores.

In 1917, when America entered the war, the *Vaterland* was seized and renamed the *Leviathan.* Her luxurious suites were torn away. She was swiftly converted into a troop ship and, ironically, carried nearly 100,000 doughboys to fight the Fatherland for which she originally had been named.

Hostilities over, the *Leviathan* drifted back to America, by that time a shabby Queen. For two years she lay neglected, her portholes covered with dust, the camouflage paint peeling from her sides.

Reconditioned by the government at a cost of $8,000,000, she had a brief life of glory in the passenger service of the United States Lines. But she ate up 6000 barrels of oil every day, couldn't be run at a profit, and finally was taken off the seas. Recently she was sold for a pittance. Last week she sailed for Scotland and soon will be reduced to scrap.

However, as the New York *World-Telegram* points out: "This is no time for tears. The sad days when she was mo-

THIS WEEK

Cover photo "Hippopotamus" by Maxwell Coplan (see page 3)

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LITERARY DIGEST *receives special news service from United Press*

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EXCLUSIVE LITERARY DIGEST PHOTO FROM AMERI-CANDID

LONE PASSENGER: The *Leviathan*, which once carried 10,000 troops at a time, has but one passenger on her last voyage—Geoffrey Russell-May, of the London firm that arranged the sale

tionless, deserted and useless are over now. Extinction is the better fate for a Queen."

TALK MARATHON in Congress

SOME DAYS AGO, Senator Allen J. Ellender of Louisiana obtained the floor of the Senate. He expressed his happiness at receiving a telegram from the clerk of court in Terrebonne Parish, Louisiana. It read: "A bouncing boy born Wednesday night. All well. Randolph."

For six days thereafter, Senator Ellender held the floor, attacking the Wagner-Van Nuys anti-lynching bill, which would give the federal government the power to fine and imprison a policeman who failed to protect a prisoner from a mob. It also would fine a county in which a lynching takes place and give this sum to the family of the victim.

When Senator Ellender finally stopped, he had set an all-time filibustering record of twenty-seven hours and forty-five minutes, surpassing the previous record of eighteen hours held by the late Senator Robert La Follette of Wisconsin. All told, he spoke 175,000 words.

Up to last week, the anti-lynching filibuster, conducted by fifteen southern senators, had stalled Senate business for three weeks. It included a "round the world oratorical cruise" by Senator Reynolds of North Carolina, the recital of the farewell address of Andrew Jackson, and the reading of a minority report of the Senate Judiciary Committee on an anti-lynching bill of 1888.

As the housing bill, the executive reorganization bill and three appropriation bills awaited action, Senator Barkley of Kentucky, majority leader, warned that "this debate must be concluded." He called the Senate rule which allowed unlimited debate, "the most archaic conglomeration of contradictory decisions existing in any parliamentary body on earth."

Replied Senator Bilbo of Mississippi: "I propose that when administration measures are ready for debate, this un-American, undemocratic, unconstitutional [anti-lynching] bill be laid aside and important measures taken up. Then when the administration measures are laid aside, we will again take up this un-American, undemocratic, unwise and unconstitutional bill and we will oppose it until hell freezes over."

TOPNOTCHERS in radio

A FEW DAYS AGO, the New York *World-Telegram* published the results of its seventh annual popularity poll, in which 211 newspaper radio editors voted.

"Give us bigger and better variety shows, and only a touch of the serious stuff," said most of the editors.

For the year's best program, the editors, by a large majority, chose the variety hour featuring the nationally famous imp from a woodpile, Charlie McCarthy. The programs of the old-time favorites of radio horseplay, Jack Benny, Bing Crosby and Fred Allen, were next in that order. Rudy Vallee's program was fifth, Lux Radio Theater sixth, and Arturo Toscanini's NBC Symphony seventh.

The Presidential inauguration received no votes as the outstanding news broadcast of 1937. The radio account of the British coronation won that honor, with the account of the Hindenburg disaster as runner-up and that of the Mississippi floods as third choice.

The CBS commentator, Boake Carter, was again awarded a first as the nation's most interesting radio columnist. Lowell Thomas, Edwin C. Hill, and General Hugh S. Johnson came next in order.

Leopold Stokowski was shoved from his throne in the realm of symphonic conductors by Toscanini. Lawrence Tibbett jumped from fourth place last year to tops in the classical singers' division. Guy Lombardo's band won first place again in the field of popular orchestras.

FEUD in Kentucky

THE STATE of Kentucky is known far and wide for its derby, blue grass, colonels, tobacco, whisky, and beautiful women. It is also noted for its feuds.

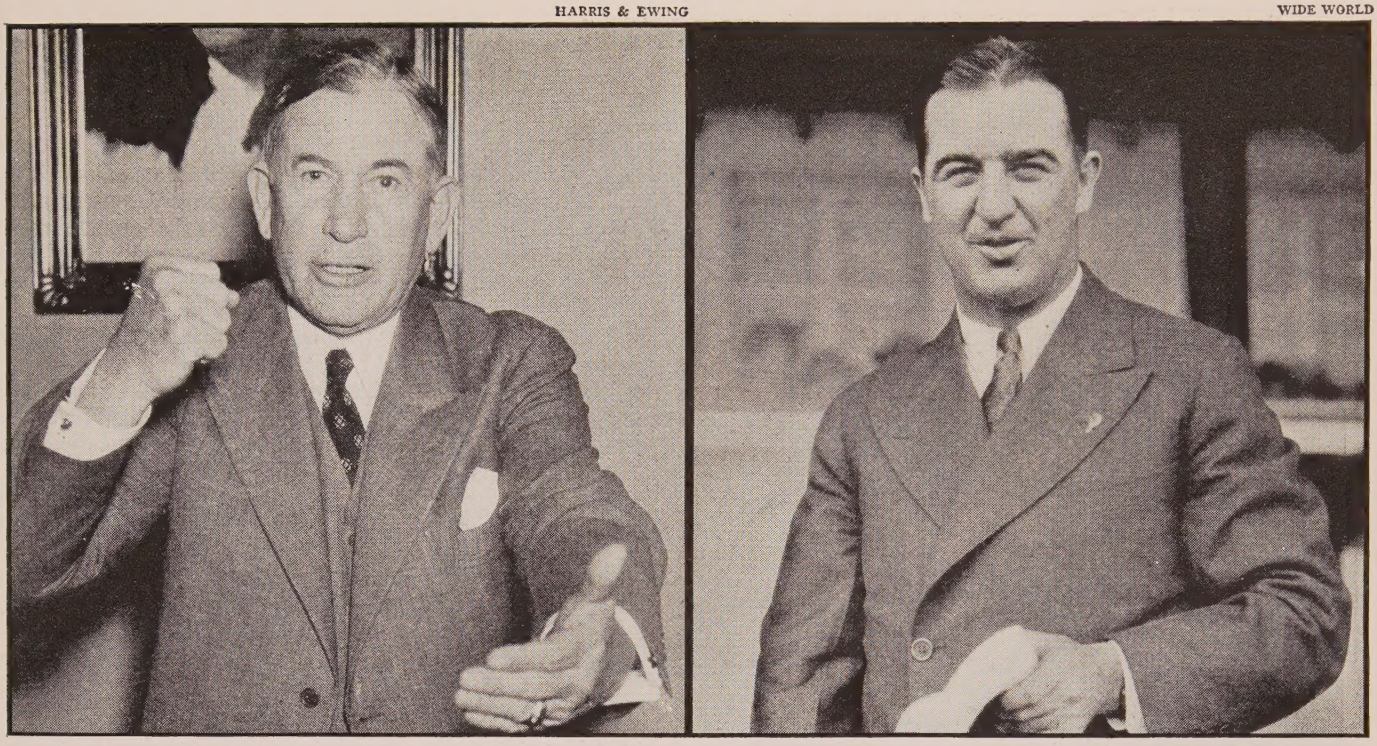
Political observers for some days have been pointing to a political feud now developing in Kentucky. Governor A. B. ("Happy") Chandler, they say, has his eye on the Senate seat now held by Alben W. Barkley. Senator Barkley, keynoter for the 1932 and 1936 Democratic national conventions, was chosen Senate majority leader last summer.

The current feud reached the boiling point the other day at a dinner in Louisville to honor Senator Barkley. Governor Chandler was not among those present. He explained to the Louisville *Courier-Journal:* "When the banquet, by accident or through design of its sponsors, began to take on political significance, it was apparent that my attendance would be misinterpreted as endorsement of Senator Barkley for renomination in the August primary. I did not want my friends to misconstrue my attendance."

RIVALING HUEY LONG (whose lieutenant he formerly was): Senator Allen J. Ellender of Louisiana excelled the performance of even that master of filibuster by holding the floor for six days with a speech against the anti-lynching bill

INTERNATIONAL

HARRIS & EWING WIDE WORLD



INTRAPARTY STRIFE looms darkly in Kentucky as Governor A. B. Chandler (right), barred by law from serving successive terms as governor, aspires to the Senate seat of Alben W. Barkley, who became majority leader on the death of Senator Joseph T. Robinson of Arkansas

The Governor did, however, attend a rival luncheon, given for himself the same day. He assured his audience that "if by any chance you people wanted me to represent you in any other capacity, that would be made easier by the fact that I would leave Lieutenant Governor Keen Johnson, who would carry on my program." The next day Senator Barkley announced his candidacy for another term.

Tall and handsome, the 39-year-old Governor was originally elected Lieutenant Governor in 1931 on a platform composed largely of a tenor voice, with which he sang "Sonny Boy" at campaign rallies, and a grin which Henry Hyde in the Baltimore *Evening Sun* the other day called "one of the widest and most captivating in the political arena."

While Senator Barkley ranks high in President Roosevelt's favor, political commentators are confident that the young governor's candidacy is giving him a scare. Governor Chandler "not only can but will give" Senator Barkley "a race for his political life," wrote Franklyn Waltman in the Washington *Post*.

LAZY hippopotamus

"THROUGH these portals pass the most bountiful meals in the world." The reference is to the gigantic maw of that hippopotamus on the cover. Seventy pounds of hay and a bushel of beets and carrots constitute the daily blue plate for this four-ton, fourteen-foot behemoth.

A native of Africa, from the banks of "the great grey-green, greasy Limpopo River," he is now in the cast of the Ringling Brothers-Barnum and Bailey Circus, wintering in Sarasota, Florida. He takes captivity philosophically. Why not? His jungle life was confined to rooting for food or, immersed in water, looking out for trouble with the apple-sized eyes in the top of his head. Today he can travel and see interesting people.

Timid, curious, intelligent, he's a model pet—if treated courteously. Annoyed, he flies into fits. Recently, with a whalelike spout of water, he drenched the photographer who made this cover.

For the hippo, life ends at thirty. This is probably a great relief to an animal whose head is so heavy that, most of the time, he has to rest it on a support.

CHAOS on the seas

A "SICK INDUSTRY," Joseph P. Kennedy, chairman of the United States Maritime Commission, called American shipping last November. In his first and last annual report, which he submitted to Congress last week before becoming ambassador to Great Britain, he insisted that much of the sickness is caused by the lack of "satisfactory seagoing personnel."

"Chaotic labor conditions," declared Mr. Kennedy, "signalized by demands of crews, 'sit-down' and 'quickie' strikes, and slipshod performance of duties, are characteristic of the industry." He insisted that "no lasting cure will be effected until the jurisdictional strife now prevalent in maritime labor is terminated."

Mr. Kennedy recommended that Congress create for seamen a mediation board similar to the one erected by the Railway Labor Act. He also asked that Congress provide for training of seamen by the Coast Guard and continuous employment of seamen instead of signing them on for each voyage.

Opposition to Mr. Kennedy's report immediately came from both wings of the labor movement. "We brand the statements of Mr Kennedy as false," said Thomas Ray, secretary-treasurer of the New York Maritime Council (C.I.O.), in a statement to the LITERARY DIGEST. "The Department of Commerce determines the fitness of every seaman sailing on American ships."

Declared Robert Chapdelaine, president of the A.F. of L. Seamen's Union: "It is regrettable that Mr. Kennedy makes no distinction between opposing factions in the marine labor picture. A.F. of L. seamen never approved quickie strikes. Slipshod performance of work has never been characteristic of A. F. of L. seamen."

But the New York *Herald Tribune* insisted: "It is vital to eliminate the paralyzing factional labor struggles, union irresponsibility and individual indiscipline. . . . The unions can do it if they wish; if they don't it means the end of the unions or the end of the industry."

TVA constitutional

COMPETITION of the federal government with private utility companies has been a bone of contention since creation of the Tennessee Valley Authority in 1933. The other day there was a showdown in a three-judge Federal Court in Chattanooga, Tennessee. The government won. Unless the Supreme Court decides otherwise on appeal, the TVA has the constitutional right to sell electric power in competition with private companies.

ACME

FUN IN THE SUN: Constance and Peter Willis amuse themselves at Palm Beach. So far, the Florida season has been slow because of mild weather in the North

Eighteen private utility companies in the Southeast, most of them owned by the Commonwealth and Southern and Electric Bond and Share holding companies, had asked an injunction against sale of electric power by TVA. They declared it was destroying their business.

The court replied that "the complainants have no immunity from lawful competition, even if their business be curtailed or destroyed." The government, the judges asserted, "has an equal right to sell hydroelectric power, lawfully created, in competition with a private utility."

The private utilities had contended that the primary purpose of TVA was power development and that this was unauthorized by the Constitution. But the judges held that TVA was "designed for coordinated use of the full benefits of the [Tennessee] river along the line of navigation, flood control, national defense and power development."

"In layman language," according to the United Press, "TVA said in effect: We are building dams which will provide a navigable, nine-foot channel on the Tennessee River and which will aid in control of floods. If the water stored by these dams is allowed to go through turbines, it will produce electrical power. This power is the property of the federal government. The Constitution empowers the federal government to dispose of its property in any manner it desires."

Immediate notice of appeal to the Supreme Court, which upheld TVA in some respects in 1936, was served by Wendell L. Willkie, president of Commonwealth and Southern. Mr. Willkie had previously offered to sell his company's holdings to the government project, which, he contended, was destroying his business.

After the court decision, the TVA authorized David E. Lilienthal, one of its directors, to open negotiations with Com-

TVA DECISION: Reaction to the court judgment that TVA is constitutional

THE TVA decision justifying unrestrained, politically directed government competition subjects this company to dismemberment. Not the holding company, but thousands of small investors will sustain the tragic loss. The government itself is destroying them.—*B. E. Eaton, president, Mississippi Power Company**

I hope the decision will mean the end of the attempt of the power trusts to control the people of this country.—*Representative John E. Rankin (Miss.), sponsor of TVA in House*

I'm happy to see the TVA receive a free rein to operate in its own territory, but do not want to see a similar setup in my part of the country.—*Senator Edwin Johnson (Colo.)**

This decision should terminate all legislative attacks which have harassed TVA since its inception. The TVA and the entire country have reason to be grateful.—*Senator George W. Norris (Nebr.), sponsor of TVA in Senate*

I hope it is not the law that honest private business is to be hounded out of existence. I don't like it at all.—*Senator Edward R. Burke (Nebr.)**

The TVA decision opens the way for the government to establish a policy of conservation through development of power projects. Henceforth, there can be utilization of natural resources, stripped of profiteering practiced by so many of the private utilities.—*Representative Compton I. White (Idaho), chairman, House Irrigation and Reclamation Committee**

The TVA may be constitutional, but it is unfair to allow the government to make it impossible for private business to exist.—*Representative James W. Wadsworth (N. Y.)**

This decision clears up all obstacles. I am confident that its effect will be to lay the groundwork for an early and equitable solution of the TVA problem.—*David E. Lilienthal, director of TVA*

The legality of TVA is settled but the real question remains unanswered. Subsidized competition and duplication of transmission and distribution facilities is a waste of taxpayers' money, destroys existing investments and defeats its own purpose of providing lower power rates.—*C. W. Leihy, editor, Electric Light and Power magazine**

The decision gave the government and the people a very significant victory.—*Senator Robert M. La Follette (Wis.)**

The decision indicates that privately owned utilities must look to the electorate to avoid further government competition. Competition may be avoided in part if utilities will accept the demand of the administration and of state regulatory commissions for the prudent investment basis of rate-making.—*Paul J. Raver, chairman, board of editors, Journal of Land and Public Utility Economics**

The decision is all right, if America wants a socialistic state.—*Representative Clare E. Hoffman (Mich.)**

*By wire to the LITERARY DIGEST

monwealth and Southern and other companies for possible purchase of their properties. Senator Norris of Nebraska, "Father of TVA," and Governor Browning of Tennessee already had recommended this.

Meanwhile proponents and opponents of TVA debated the decision with vigor. Some of the characteristic comments are printed on the preceding page.

ANTI-TRUST conviction

FOR FOUR months at Madison, Wisconsin, the federal government prosecuted sixteen midwestern oil companies and thirty executives for criminal conspiracy to raise the price of gasoline in 1935 and 1936. The verdict, rendered the other day: *guilty.*

In the most important oil suit since 1911, when Judge Kenesaw Mountain Landis fined Standard Oil $29,000,000, the decision, pending appeal, makes the companies each liable to a fine of $5000. The executives also may be fined this amount, jailed for a year, or both.

The defendants had contracts to sell gasoline to wholesalers at prices based on those charged by small independent refineries. Although the independents normally charged low prices, the defendants voluntarily paid them higher ones. In this way, the defendants increased the cost to the wholesalers. This, the jury decided, was a violation of the Sherman Anti-Trust Act.

The oil companies admitted that they had raised the price of gasoline through their buying program, but pleaded in justification that they had done so with the approval of NRA authorities. The defendants contended that their actions were designed to benefit the industry by preventing ruinous price-cutting.

When the decision was announced, Attorney General Cummings acclaimed "a major victory in the enforcement of the anti-trust laws." The *Daily Oklahoman,* however, declared: "It is a peculiar thing that these sixteen companies have been convicted for doing a thing that all businesses were asked to do or even required to do by the NRA."

Said E. W. Mayo, editor of *World Petroleum,* in a statement to the LITERARY DIGEST: "The decision cannot fail to remind business men generally that procedures taken with the approval or even at the urging of governmental officials may be used as the basis of attacks upon them when the mood of Washington changes."

KING COAL again

TO DISCUSS his state's most perplexing problem, Pennsylvania's Governor, George H. Earle, hied to Washington the other day.

Before the Interstate Commerce Commission, he protested against the railroads' plea for a 15 per cent freight rate increase, saying it would affect coal, his state's No. 1 product. "Both anthracite and bituminous are very weak industries," he told the Commission. "The railroads are demanding the right to weaken them still further. That amounts to industrial cannibalism."

Before the President and several of his "trust-busters," Earle discussed "monopolistic practices in the anthracite region."

"We want action," he later declared, "against the write-up system and the pyramiding of costs which have increased the cost of coal to the consumer and have forced 80,000 miners out of work."

Action was soon forthcoming. Three days later, Attorney General Homer S. Cummings ordered a "careful study" of Governor Earle's charges.

Meantime, back in Harrisburg, Governor Earle offered what he called "the most constructive program and the only enduring solution" for the anthracite coal industry: nationalization.

He proposed that the government purchase all of his state's anthracite properties at a "fair price," and then lease them back to private operators, if it so desired. (The Earle proposal is similar to the one pending in Great Britain for the nationalization of English coal mines).

"The Earle proposal," frothed the Easton (Pa.) *Express,* "is a dangerous turn toward the path which Russia has been traveling."

"The federal purchase plan is the first tangible remedy yet put forward," said the Philadelphia *Inquirer,* disagreeing.

But, warned the Philadelphia *Record,* "if the government is to take over coal, let it be sure it's getting coal, not financial jugglery."

CLAW HAMMERS in Congress

"YOUR TAIL COAT is the last thing to economize on," says Emily Post, but a sartorial survey of the Seventy-fifth Congress recently revealed that many legislators are not Emily Post-minded.

The other night, as dignified lawmakers danced at a White House ball, an Associated Press reporter went out and "measured the starched shirt situation." He found that most of the claw hammers that swished about the ballroom had to be returned to tailor shops the next morning. Congressmen won't buy tail coats, he said.

Tuxedo-owning Congressmen are now in the majority, however. "Time was," wrote the correspondent, "when there were fewer than 100 home-owned dinner coats in Congressional wardrobes. The guess now is about 350. As a result, the rental market for braid-bordered trousers is off. Clothiers say that when a full dress function comes along, legislators hire a coat and use their own trousers."

The same authority on what the well-dressed Congressman is hiring also noted that lawmakers no longer are renting high hats. "Either they own their own or they are not wearing them."

"That," said the Philadelphia *Inquirer,* "is because the informal fedora and the rakish derby have the call. The kind of Congressional hat is not so important as what is under it. As for evening clothes, an enumeration of boiled shirts is not nearly so illuminating as would be a census of the stuffed shirts to be found in the best regulated Congresses."

OPEN DOOR still open?

"WE ARE eagerly looking forward to joining forces with China for the purpose of securing peace in East Asia," Foreign Minister Hirota of Japan declared last week to the Japanese Parliament at Tokyo. He added, however, that the Chinese, "unable to act wisely and well with calm judgment, but relying upon third powers or allying themselves with communists, are even now calling for prolonged resistance."

UNUSUALLY SEVERE STORMS on the North Atlantic have delayed shipping recently. This remarkable photograph was taken on the *President Roosevelt* during a crossing which its captain termed the roughest in his 25 years of service

INTERNATIONAL

USED TO CRISES: Camille Chautemps, head of the French Popular Front Government, successfully weathered one in the summer of 1937, and another last month

As to the Open Door for free and unfettered international trade in China, Hirota attempted to calm American and British fears lest a Japanese economic monopoly be set up in the vast occupied areas. "The Japanese government," said the Foreign Minister, "believes it to be one of the necessary conditions of peace and harmony and prosperity of Japan, Manchukuo, and China and consequently of the rest of the world . . . to strengthen their economic ties and to promote their trade with the rest of the world."

Hirota believed, furthermore, in Chinese "independence." But independence in China, he said, depends upon abandonment of "pro-communist, anti-Japanese and anti-Manchukuo policies." By the Comintern, or Communist International, Hirota referred to Soviet Russia, which signed a defensive agreement with China last August.

Chinese reds defiantly replied to the anti-red Hirota by demanding not only prolonged resistance to Japan, but also an agrarian revolution within China to subdivide landed estates among the needy peasants and coolies.

The Chinese Eighth Route army of 100,000 men, still in the field, was formerly the Chinese Communist army which fought the central government. Its famous little vice-commander, General Peng, declared in an interview that "vicious landlordism, antiquated methods of cultivation, and usury must be ended. The people must receive land. . . . China is 80 per cent agricultural, and our capitalism does not amount to much."

Peng, who fought his present ally, Generalissimo Chiang Kai-shek, for ten years, is described as "chubby, loose-jointed, round-faced." His grin registers cordiality. He dresses in the blue cotton-padded garb of a private and generally talks to visitors while sprawled out on an army cot.

Peng declared recently that not only China, but also "the United States, England, and other capitalist countries really need a house-cleaning of their own." Leading the most effective of the Chinese armies now left in the field, he receives $500,000 a month for its support from his old enemy, Chiang. He says ruefully that this sum is "far from sufficient."

FASCISM in Brazil?

In 1926, when Washington Luis became President of Brazil, he made Getulio Vargas Minister of Finance. Four years later Vargas seized the government, took command of the army, ousted Luis, tossed the constitution away and for four years ruled Brazil with an iron hand.

In 1934 the country returned to constitutional government and formally elected Vargas President. Before cheering throngs he took an oath to maintain the new constitution and in flowery Portuguese promised the nation a New Deal and a Brain Trust.

Last November he changed his mind. Confronted, he said, "by conspiracies of radicals who seek to undermine Brazil's basic institutions," he suddenly scrapped the constitution he had sworn to uphold, dissolved all legislative bodies, proclaimed martial law, wrote a new constitution and appointed himself President for a six-year term. "All danger is past," he said, "and we are ready to work for the aggrandizement of Brazil."

"Fascism has spread to the Western Hemisphere!" ran headlines in all parts of the world. "Brazil has become the leading power of South America in the fight against the red world pest," rejoiced the *Zeitung am Mittag* in fascist Berlin. "It has rejected democratic illusions," exulted the *Tevere* in fascist Rome. "It has hoisted the fascist flag," moaned the *Post* in democratic Washington.

PERSONAL DICTATORSHIP best describes the regime in Brazil under the firm hand of President Vargas

WIDE WORLD

"Nonsense," said Vargas. "Brazil is not fascist." "He's right," said Professor Jerome Davis of Yale, who hastened to Brazil to study developments. "The present regime is not fascist in that it is not slavishly following the Hitler-Mussolini pattern. It is the stark, unabashed personal dictatorship of Vargas."

To settle the question, the New York *Times* recently sent Turner Catledge, ace Washington correspondent, to Rio de Janeiro. In a special cable to his newspaper the other day, Mr. Catledge declared that "developments and circumstances do not add up to so simple a sum as 'Brazil has gone fascist.'" Brazilians, he said, deny that the Vargas government has European links. They point to "governmental action against German propaganda agents and the quick strokes by Dr. Vargas to weed out of key places fascistically inclined underlings." But if the Brazilian government is not fascist, neither is it democratic, reported the correspondent. "This observer is convinced," he said, "that the regime is to be viewed for the present in terms of the political vision and ambition of one man (Vargas). It is not connected with ideas planted from abroad, whether from the National Socialism of Germany or the Roosevelt New Deal of the United States."

Vargas will be 56 next April. In youth he intended to be a soldier, attended a military school, switched to law and became a politician. He is small, pale and smooth-shaven. His eyes, dark and flashing, are topped by bushy eyebrows. He likes to walk and to attend the movies. He abhors bodyguards.

"HOT TIME" in France

France's Popular Front government—a triple alliance of liberals, Socialists and Communists—last week was weathering the severest crisis of its twenty-month existence. Precipitated by Premier Camille Chautemps, the political crisis also was solved by him. A Radical Socialist, which in France really means a man of the center, Chautemps has been acting true to his name, which literally is translated "hot time."

"I will not let Communists spit in my face!" roared Chautemps three weeks ago, and with that he resigned. Previously the Communists had rebuked him for being unfriendly to labor and for having failed to push through France's New Deal. Analyzing the causes of the crisis, Jacques Kayser, Paris correspondent of the Washington *Post*, wrote: "The constant rise in the cost of living, as well as the wish of a section of the employers to get rid of the social legislation [40-hour week, vacations, higher pay] put through by the

Popular Front government, has created an atmosphere of instability in France."

Days of uneasiness followed Chautemps' resignation. The franc fell; politicians shuffled the cards of power for new bids to win popular support. Former Socialist Premier Blum and former Finance Minister Bonnet, a Radical Socialist, tried their hands at forming cabinets. Both failed.

Then Chautemps, his temper cooled, solved his own crisis. He formed a new cabinet, composed in all but two posts of Radical Socialists, which won the confidence of the fidgety Chamber of Deputies, 501 to 1.

Although some observers were not impressed by the overwhelming vote of confidence which the new government received, Ralph Heinzen of the United Press in Paris had this to say: "Chautemps' amazing vote of confidence, which had been equaled few times in French parliaments in recent years, was due largely to the cabinet's statement of policy announcing unification of all defense activities—army, navy and air force—under a system of 'totalitarian' defense to cope with the German and Italian setups." To head the coördinated forces, Chautemps chose General Maurice Gamelin, 65-year-old generalissimo of the French armies.

Before Parliament, Chautemps promised: loyalty to the League of Nations; peace to the world; continued financial coöperation with Britain and the United States; social peace and bigger and better armaments to France. "We," he said on becoming Premier for a fourth time, "have been around in a circle and we are back where we started."

PURGE at an end

ONE COLD DAY in December, 1934, Sergei Kirov, close personal aide of Josef Stalin, was assassinated in the headquarters of the Communist party in dreary Leningrad.

Suspecting a widespread plot against his regime, Stalin hastened from Moscow to Leningrad. More than 100 persons promptly were sent to the firing squad without public trials. "The enemy must be exterminated," declared the Russian leader. "Stalin is scared," cabled Moscow correspondents.

Police began to check. Neighbor accused neighbor. People in all walks of life, denounced as wreckers, "Trotsky plotters" and enemies of the Communist party, were seized, cast into prison, executed or expelled from the party.

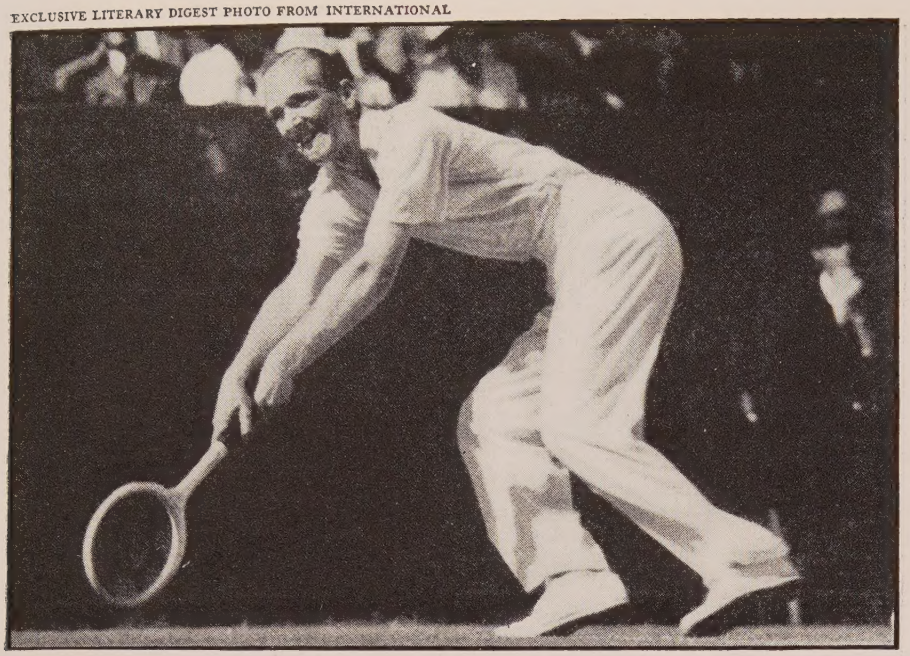
In August, 1936, 16 alleged Trotskyists, including the old revolutionary leaders, Zinoviev and Kamenev, were found guilty of plotting to assassinate Stalin and his associates. They were executed. "How long are you going to continue this killing?" asked George Bernard Shaw on a visit to Stalin. "Just as long as it is necessary," replied Stalin.

The purge went on. In June, 1937,

EXCLUSIVE LITERARY DIGEST PHOTO FROM WIDE WORLD

THEATER OF WAR: The capture of Teruel by the Spanish government forces (described in the January 8 issue of the LITERARY DIGEST) was the most important loyalist victory in eighteen months of civil war. Since then a furious rebel offensive to recapture the city has been in progress. These photographs show the terrible conditions confronting both sides: twenty degrees below zero, deep snow, and constant exposure to bombing planes. Such conditions characterize all fighting, movement of troops, and even a dying soldier's last words

EXCLUSIVE LITERARY DIGEST PHOTO FROM INTERNATIONAL



TWO-FISTED: Jack Bromwich, 19-year-old Australian Davis Cup player, needed both hands to defeat Donald Budge on the latter's Australian tennis tour. Bromwich is ambidextrous, playing backhand shots with his left hand, and taking two hands for a forehand. Budge was voted America's No. 1 athlete for 1937

Stalin struck against Marshal Tukachevski and seven other generals of the Red army. They were sent to their deaths. All told, "nearly 1300 persons, including many high Soviet officials, are known to have been executed," said the Associated Press the other day.

But now Moscow suddenly has shifted its policy: the purgers themselves are to be purged. In a series of peremptory orders recently transmitted to the country in a special radio broadcast, the central committee of the Communist party called off the purge and directed the reinstatement of thousands who had been expelled from the party and thrown out of their jobs. The committee forbade further mass expulsions, frankly admitted that there had been wholesale injustices and denounced "careerists in party posts" who made a show of vigilance to serve their own purposes.

Pravda, the Kremlin's official organ, bitterly condemned "silly exaggerations" of vigilance. "The NKVD" (secret police), it said, "will unfailingly get all those who, instead of giving honest assistance to the Soviet secret service, try to create confusion and surround themselves with fog by slandering perfectly innocent people and depriving them of work."

WEDDING in Egypt

IN THE ANCIENT city of Cairo there was a simple wedding ceremony the other day. No wedding bells rang out, there was no bridal march, no pomp. The bride herself was absent. Yet, when the ceremony was over, King Farouk, 17, the happy young bridegroom, had made 16-year-old Farida Zulficar the first native queen of an independent Egypt since the glamorous reign of Cleopatra ended 2000 years ago.

Few were present at the marriage. With only state and Moslem church dignitaries looking on, said the Associated Press, the King extended his right hand to Farida's father, Youssef Zulficar Pasha.

"I betroth to Your Majesty my daughter, Farida," said the new Queen's father.

The King intoned thrice:

"I accept her betrothal to myself from thee and take her under my care and bind myself to offer her my protection, and ye who are present bear witness."

Both then signed a parchment contract and Farida was Queen of Egypt. Barred from the room by church law, the bride, standing afar, had gazed through a latticed partition and had watched her husband and father clasp hands, repeat the sacred words and sign the marriage contract.

Outside the palace 101 guns were fired to announce the tidings to millions of deliriously happy subjects, who thronged the grounds, cluttered the highways leading to the city and cheered for hours. "Long live the pious King and Queen," they shouted. One correspondent cabled his paper that "people danced, camels danced, horses danced, everyone sang, drums beat, horns blared, bands of native instruments gave forth weird noises and Bedouins on horseback shot rifles in the air. The tumult was deafening."

The bride used neither lipstick nor powder. Her wedding gown, designed in Paris, where she was educated, was of silk lace and satin with an eight-yard train. She hid her beauty behind a Moslem veil, to the disappointment of thousands of women who had implored her to lead them in discarding old harem customs. "When she and King Farouk made their first appearance on the royal palace balcony she was heavily veiled," reported the United Press. "This meant by Moslem custom that she had consigned herself to the seclusion of the palace."

PEOPLE of a week

Engagements—*Miss Louise Carnegie Miller,* granddaughter of the late Andrew Carnegie, steel manufacturer and philanthropist, and *J. F. Gordon Thompson,* Edinburgh attorney. . . . *Miss Edna Cantor,* 19, one of comedian Eddie Cantor's five daughters, and *James McHugh, Jr.,* 21, Hollywood bank clerk.

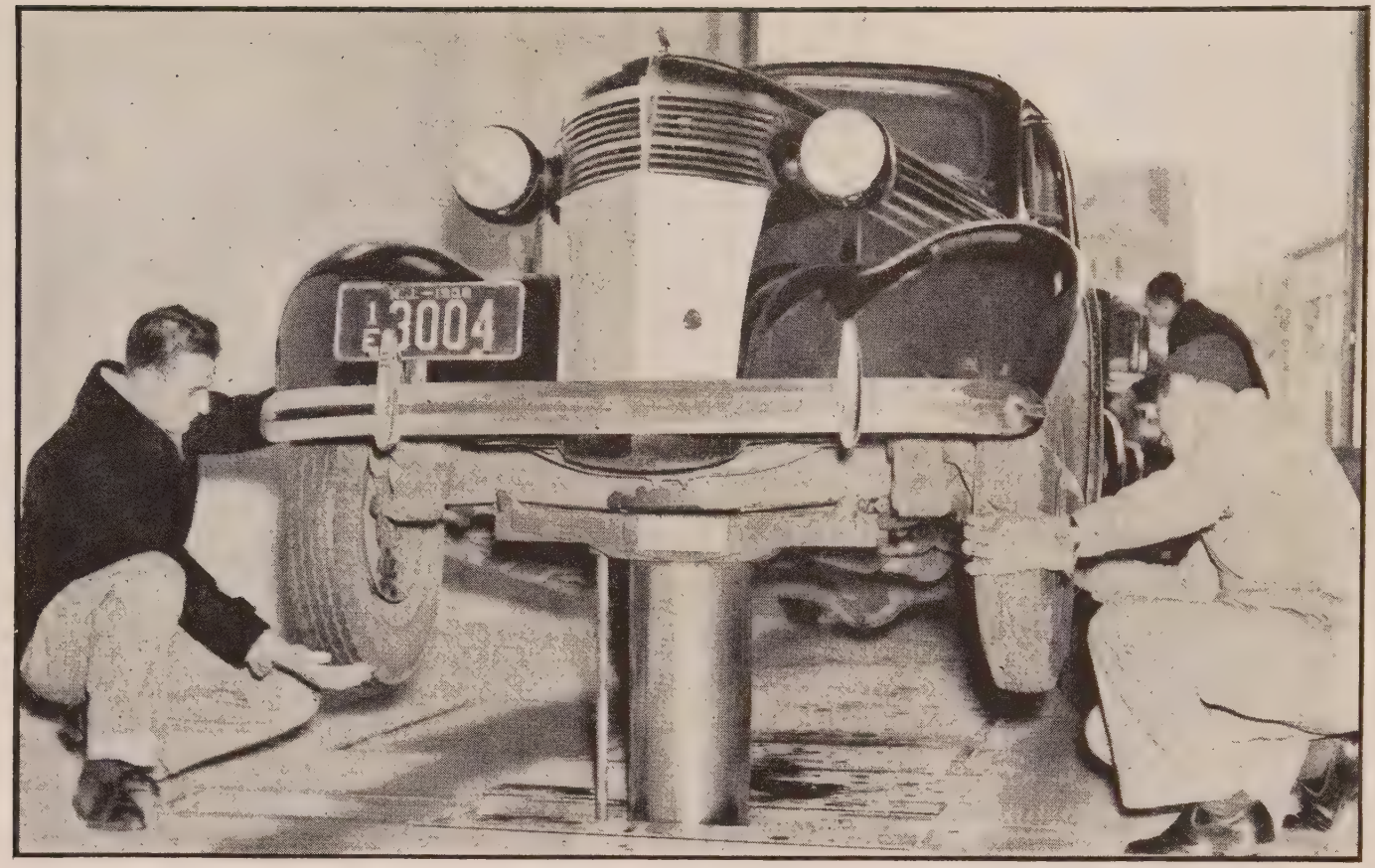
Marriages—*Mrs. Charlotte Hanna,* a granddaughter of the late Senator Mark Hanna, of Ohio, and *Earle A. S. Hopping,* of New York, internationally known polo player. . . . *Miss Cecilia De Mille,* daughter of motion picture producer Cecil B. de Mille, of Hollywood, and *Joseph W. Harper,* New York and California book publisher.

Appointment—*John Milton,* of Jersey City, personal counsel to Mayor Frank Hague, of Jersey City, and legal adviser to three former New Jersey Democratic Governors, to fill the vacancy created by the resignation from the United States Senate of A. Harry Moore. Mr. Moore took office for a third time as Governor of New Jersey. The newly appointed Senator is a former Corporation Counsel of Jersey City and is a member of the Port of New York Authority. His appointment, expiring on January 1, 1939 was strongly opposed by the C.I.O. and Labor's Non-Partisan League, which in a public statement termed him a "political intimate of Frank Hague." Mayor Hague is an implacable foe of the C.I.O.

Resignation—*J. F. T. O'Connor,* as Comptroller of the Currency. Mr. O'Connor, who has held the office since 1933, is a Los Angeles attorney and a former law partner of Senator William Gibbs McAdoo, of California. In a letter to the President Mr. O'Connor said he desired to relinquish the office "to return to my home in California to take care of pressing matters there." President Roosevelt accepted the resignation but asked that it not become effective until April 1. It is understood that Mr. O'Connor will seek the Democratic nomination for Governor of California in the next primary.

Deaths—*Professor William Henry Pickering,* 79, distinguished American astronomer, director of the astronomical observatory established by Harvard University at Mandeville, Jamaica. . . . *Mme. Leon Blum,* about 45, wife of the former French Socialist Premier, and a militant Socialist in her own right. . . . Arthur S. Tompkins, 72, former New York Supreme Court Justice, and from 1899 to 1903 Representative in Congress from New York.

ACME



SERVICE FOR SAFETY: In 19 states and in 10 cities, automobile inspection is now compulsory in a national drive to lower the hazards of the road, where 15 per cent of our mounting motor accidents are due to defective cars

How Safe Is Your Car?

A MILLION automobile owners in New Jersey were recently handed an abrupt ultimatum; either make your car safe to drive, said the state, or get it off the highways. The proclamation brought loud wails of protest, revealed a shocking number of rattletrap menaces on the state roads, and rocketed the whole safety question once more into the news. During the first week, state inspectors pried under the hoods of 6000 cars—and declared half of them unfit for the road.

The furor in New Jersey drew the spotlight to the fact that 18 other states and ten municipalities had been requiring auto inspections for some time, and without making nearly so much fuss. Jersey's situation is not unique. In the Casualty and Surety Underwriters' inspections of 22 million cars in 42 states, 75 per cent were found to have "defects which increase the hazards of driving."

The menace of poorly maintained cars is a national problem. Despite an awakened public consciousness of traffic dangers, auto fatalities have steadily increased. In 1934, 36,000 persons lost their lives and more than a million were injured. Last year 40,000 were killed, with a proportionate increase in the incidental carnage. Though statistics indicate that defective cars cause less than 15 per cent of all accidents, pro-inspection forces point out that this 15 per cent is unnecessary. It is the easiest to remedy.

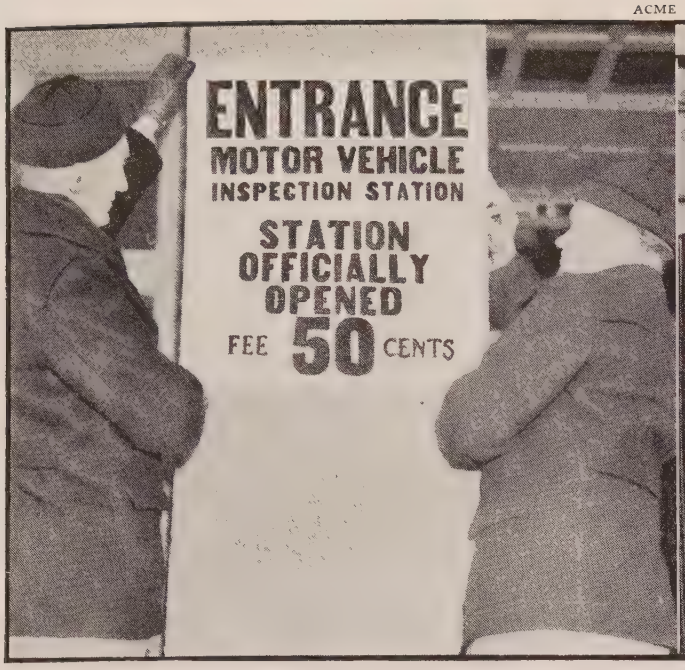
Moreover, there is reason to believe that the percentage is really much greater. Neither dead men nor their demolished vehicles tell tales about how well their cars had been maintained. Owners involved in less serious accidents seldom admit that they might conceivably have been negligent. These factors have made it hard to find out just how serious the rattletrap menace really is. It is agreed, however, that it is serious enough to demand immediate attention.

There is another reason for the drive on rattletraps. The three factors in the accident problem are the car, the highway, and the driver. The American driver has indicated that he cannot be frightened or educated into immediately mending his ways. Rebuilding the highways involves such enormous expense that it must be considered as a long-term program. So the heavy guns of the safety crusaders have turned on the remaining factor: the car. Unless a motorist can rely on his vehicle, he is vulnerable in an emergency, no matter how safely he drives, or over what kind of road.

One of the first cities to require compulsory inspections was Memphis. The plan brought immediate benefits. There was a drop in accidents. The 50-cent inspection charges not only paid the overhead of the inspections but left a surplus. Regular inspections made it easier to recover stolen cars. Garage service was raised to a new level of efficiency. Drivers began to learn that cars last longer if you take care of them.

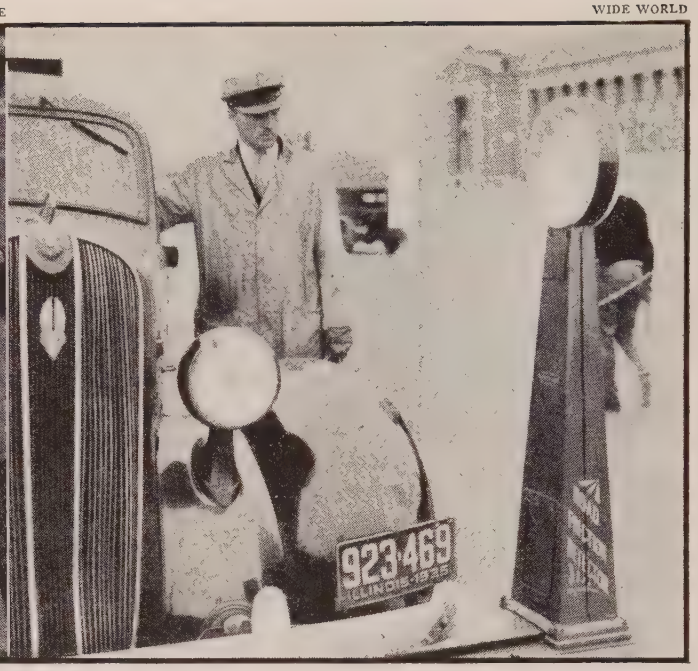
But the greatest benefit of all was an indirect one, which could not have been directly achieved by any mandatory law: it made the driver safety-conscious. He got to thinking about whether his car really *was* a safe vehicle for him to drive. When it got out of order he worried about it until it was fixed.

ACME



INSPECTION STATION, one of 28 in New Jersey, where more than half the cars examined failed the tests

WIDE WORLD



WORN TIRES, too smooth for traction, are a driving hazard. They are instantly detected by this machine

In New Jersey, the test is completed in two minutes. When a motorist enters a test station he is confronted by seven inspectors, who prod into all parts of his car. He surrenders his registration card to one, while another runs the car onto a device which checks the front wheel alignment and a third checks the play in the steering wheel, which should not exceed three inches. While this is going on, a fourth inspector jacks up the front of the car and examines the springs, electric wiring, exhaust, front wheels, and steering action. An assistant sounds the horn, examines the mirrors, and operates the windshield wiper, keeping a sharp lookout for defective windshield glass.

Then follows the most critical part of the test, checking the lights. A photo-electric cell determines the strength of the beams and their focus. Faulty lights caused nearly 90 per cent of the first week's rejections: too bright, not bright enough, or out of focus. The last inspector determines by a machine whether the brakes are properly equalized.

Those who pass the test are given windshield stickers; those who fail must return within a week for another inspection. The tests are repeated until every defect is corrected, and it is made abundantly clear that the State of New Jersey is not fooling. If a motorist fails to return, and attempts to drive the defective car, he may be fined $100, jailed for ten days, deprived of his license plates, or required to have the car towed at once to a garage.

Though a disgruntled minority in many states have grumbled that the inspections are too strict, almost all the laws are based on requirements far below what might reasonably be expected of an ordinary car in good operating condition. In no state has the law had the effect of creating an "aristocracy of the road." Many well-worn Model T Fords have received clean bills of health while new cars driven right off the showroom floor have been found unfit for service. Rejections in the latter cases are usually due to badly focused headlights. It has been proved again and again that the safety of a car depends not so much upon how much it costs, or how old it is, as upon how well the owner takes care of it.

If one is really to go into the matter of safety, however, it is well to think of the safety features, not only of your present car, but of the next one you're going to buy. Maxwell Halsey, Traffic Engineer of the National Bureau of Casualty and Surety Underwriters, has prepared a list of safety features to look for in a new car. These are the most important items:

Consider the obstructions to your view. When in the driver's seat, your head and eyes should be at such a level that you can see over the cowl and hood to an object on the ground two car-lengths

CHECK YOUR OWN CAR

MOTORISTS who would like to conduct a home check-up can do so by examining a very few critical points on their cars. While the following list of danger points seems almost insultingly obvious, experience has shown that a surprising number of motorists neglect them:

Lights. How recently have you checked them? Headlight efficiency in new cars is reduced 60 per cent in six months of normal use. The loss in old cars is far greater. For safety, your headlights require frequent checking. The New York Motor Vehicle Bureau says: "To adjust headlamps place car so that it faces a wall 25 feet away. Turn the screw in back of the lamp until the light pattern on the wall is small and sharp. Tilt lamp so that pattern on the wall is three inches below the height of the lamp bulb."

Horn. Does it *always* work? Will it effectively warn a wandering pedestrian in a critical moment?

Windshield wipers and rear-view mirrors. Can you *see* where you're going under all weather conditions?

Brakes and tires. Can you stop short in an emergency? Are your tires worn smooth, or do they give you adequate traction?

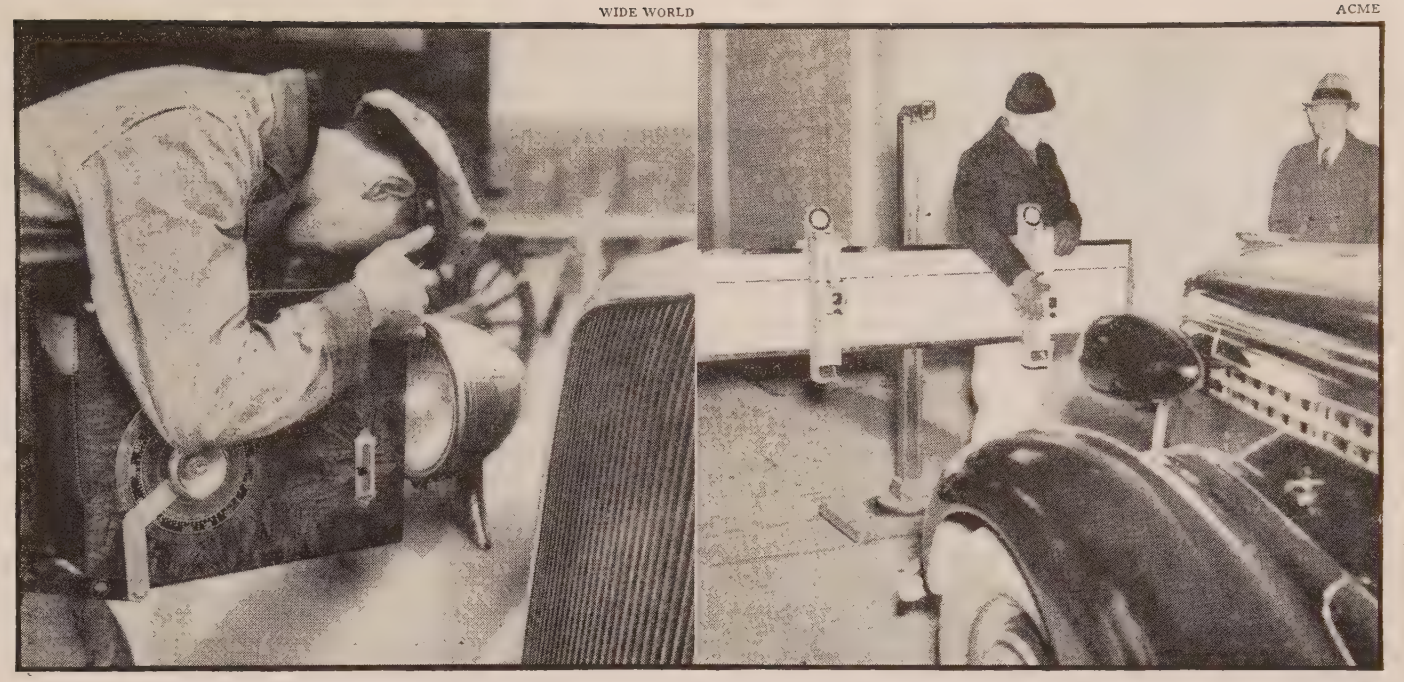
Steering. Is there too much play in the wheel? Does it provide a good grip? Is the action easy, so that the car responds readily in a quick maneuver? Are your front wheels in line?

Exhaust line. Does it leak? The preponderant cause of driver's drowsiness and resulting fatalities is carbon monoxide gas which escapes into the car from leaky exhaust lines. This is particularly important in winter, when the windows of the car are kept closed.

Gasoline and ignition systems. Does your car stall? If so, have these systems checked, lest it stall you into an embarrassing or dangerous situation.

Barring unsuspected structural flaws, your car is safe to drive if it passes this inspection in a manner satisfactory to an active conscience.

WIDE WORLD



ACME

HEADLIGHTS can be too bright or too dim for safety. This device tests for proper intensity and accurate focus

LIGHTS THAT FAILED to pass the tests were the most frequent defects in the New Jersey cars recently tested

away. Choose a car with front pillars, side posts and top supports as narrow as is consistent with adequate strength. A difference of half an inch in the width of front pillars may increase by several feet the "blind spot" 50 feet from the car. Adjustable sun visors are also to be desired.

Select a car with dash lights which are indirect and do not glare, for competitive light interferes with your vision. The car should have three sets of headlight beams: one with both beams high for suburban driving; one with both beams low for city operation; a third with a short beam on the left and a long one on the right, for meeting other cars without glare and yet with adequate road light.

Higher speeds have made steering mechanisms more important. Get a car in which you do not have to turn the wheel too much to make an ordinary turn. This requires too much time, and if you fumble you may be too late. Ease of steering, automatic straightening of wheels after a curve, and absence of road shock caused by bumps can be determined only by a demonstration. This is gladly offered by all companies.

In testing brakes, try them out at 40 or 50 miles an hour. They may act quite differently at high speeds, when your safety depends upon them most. Pedal pressure is important. A car which will stop at a given speed and distance with 100 pounds of foot pressure is obviously safer than one which requires 200 pounds to do the same thing.

Multicord heavy tread tires have so obvious an advantage in preventing blowouts, punctures and skidding that they should be insisted upon. The wider and deeper the tire, the less likely it will be to skid or bounce off the road.

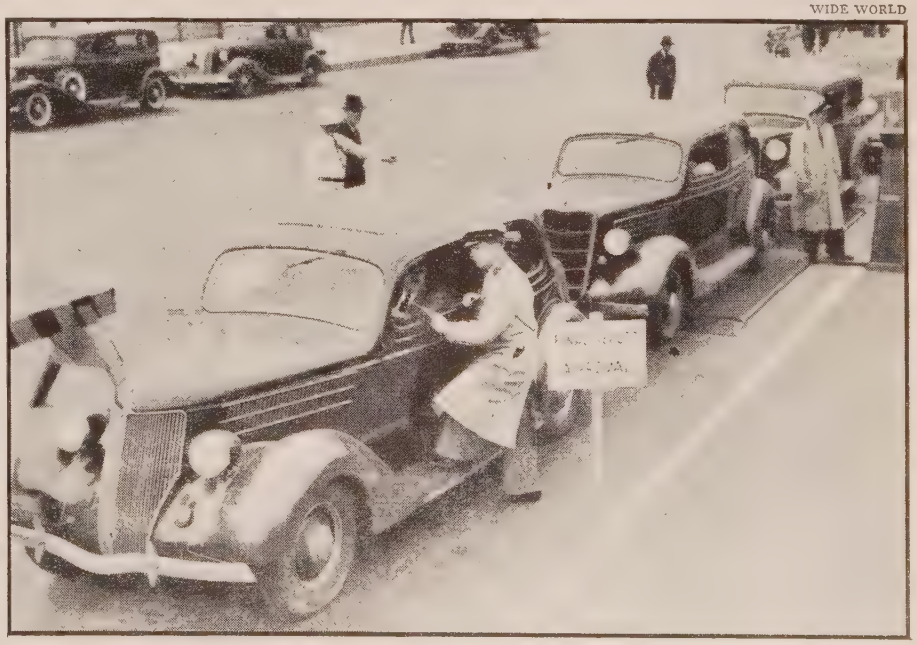
High-speed accidents frequently turn cars over, and you must consider the probable fate of your passengers if it happens to you. Take a good look at the body and top structure. Unless it can support the weight of the car under impact, the passengers may be badly crushed. Shatterproof glass is usually standard equipment. If the car you want is not so equipped, you ought to install it.

Bad air makes motorists drowsy. Therefore any improvement in ventilation should be considered.

The job of making America's vehicles safe is moving forward on all fronts: buyers are insisting upon safety features; manufacturers are a jump ahead in devising them, and more and more states are actively checking up on automobile maintenance. Laws requiring compulsory inspection have been cursed by some as a movement to "drive the poor man off the highways." There is little supporting evidence for such an accusation. The consistent trend of manufacturers is to build safety features into their stock cars, even those in the lowest price ranges. As for older cars, the argument of those who sponsor highway safety has yet to be successfully refuted: if a man can't afford or is too lazy to maintain his car at a minimum standard of safety, he is better off walking. And so are those who must share the highway with him.

TEST LANES on Chicago's Lake Front, where all cars are inspected semiannually free of charge. Where inspection has been tried, accidents have decreased

WIDE WORLD



Reading Around the World

a timely digest of the best in print and on the air

SLAUGHTER BY BOYCOTT
from "The American Mercury"

WE HAVE been interested lately in the progress of a boycott against trade with two nations which for one reason or another certain elements in our population dislike. German goods have been boycotted for some time.

The more recent movement against Japanese goods is essentially the same. Most Americans like the Chinese quite well, respect their conspicuous good qualities, and are offended by the barbarity which the Japanese display in raiding their territory.

Hence if by joining in a boycott they can help to cripple the Japanese and put a brake on their enterprise, they are glad to do it.

We would say that in principle the boycott is probably quite all right, as long as those who do the boycotting are sure they know what it is that they are actually doing, and are willing to stand for it. We put it this way because we have noticed that some of our leading pacifists and anti-war liberals are strong for the boycott against either the Germans or the Japanese or both. We cannot get it out of our heads that these busybodies do not quite know what it is that they are advocating, because a government which is merely put at bay by force of boycott will act just as if it were put at bay by force of arms. It will go on fighting all the more desperately, regardless of the privations and sufferings of its own women and children; and meanwhile it damages the enemy's women and children as much as possible.

If a complete boycott of Japanese goods were organized, the Mikado's government would no doubt collapse, but before it did so, no end of Japanese men, women and children would have collapsed of starvation, which is a slow, mean way to die; bombing would be preferable.

A really effective boycott would close down Japanese industry, throw the population out of work and out of food; but one cannot imagine any government desisting from an imperialist enterprise on this account until it had to face the impossibility of going on.

Boycott is not a humane substitute for war, as the pacifists appear to regard it. It is an instrument of war, more deadly by far than bombs or guns, and bearing hardest on the most innocent and helpless part of the population.

TWO OF A KIND
from "Vu et Lu," Paris

M. DALADIER, who is French Minister of War, recently received a letter from an old school friend written from an asylum for the insane.

"I am completely cured," the friend wrote, "but the doctors refuse to let me out. I think they have been bribed. Please do something for me."

Though realizing he could do nothing for him, Daladier decided to visit him. When he left the patient, after chatting with him for a few minutes, the nurse, who was taking him back to the entrance, said:

"He's not dangerous, but he has constant delusions. At times he thinks he's the Pope, then he's the President. I suppose you noticed what he said when you were with him."

Daladier said he had noticed nothing unusual.

"Why, he called you Minister of War!"

"But I *am* Minister of War."

The nurse cast a look of pity at Daladier and shook her head. "You, too," she said.

FATHER OF THE POST
from "The Rotarian"

WHEN you mail a letter to a land overseas you engage in perhaps the most civilized activity of this age.

How long has this quick, cheap, sure mail service to all parts of the world existed? Well, for approximately 65 years. A German named Heinrich von Stephan started it all with his personal achievement, the International Postal Union.

Postage on a letter from Berlin to New York, he noted, was 90 cents if it was sent by German steamer; $1.25 if it crossed on a British boat.

He suggested an International Congress to consider a few proposals. It met in 1874 in Berne, Switzerland. The meeting ultimately resulted in the formation of the Universal Postal Union. The agreement which von Stephan wrote for Europe and the United States serves every country in the world today.

In practice these principles now mean:

Your five cents for an overseas letter go to the office where you buy the stamp. Each country delivers your letter free and without recording its passage. Your letter may have to pass through many hands in dozens of countries, yet it is sent on swiftly toward its destination . . . without question.

Money matters come up only once every three years — the Statistics Period. Because each nation handles considerable "transit mail," mail that is just passing through on its way elsewhere, it is only fair that it should be compensated therefor. A sample taken during four weeks every three years gives the average on which such payments are based. During those weeks every piece or bag of mail sent to any country through another is counted or weighed by sender, forwarder, and receiver. Reports go off to the Postal Union headquarters in Berne. How much each nation must pay every other nation handling

THIS WEEK

Slaughter by Boycott	*The American Mercury*
Two of a Kind	*Vu et Lu, Paris*
Father of the Post	*The Rotarian*
A Justice's Ideas	*Michigan Network*
Jungle Treasure House	*Good Housekeeping*
The Power of Kings	*Station WINS*
Conrad by Chance	*Coronet*

its transit mail during the next three years is determined by multiplying that four-week total by 13.

The 5-cent stamp, and what it will do, leads the people of the world to send a billion and a half first-class letters every year. The United States seems to lead with close to 200 million letters. Britain, France, and Germany follow in that order.—*Karl K. Krueger*

A JUSTICE'S IDEAS

broadcast by Station WXYZ over Michigan Network

WHY sit down now, wailing out our fears of what may happen? It adds to the burden of those determined to carry on. Observe that instead of frozen assets, credit is plentiful. Losses incurred by foolish speculations have been liquidated or refinanced. Banks are sound. Deposits are guaranteed; inventories low.

An expanding population demands more and better housing. Savings have not been exported for bonds, often worthless. The government is organized to meet difficulties; our morale is of the best; experience has taught us effective methods with which to deal with recurring economic problems.

Congress has sought to make the sale and distribution of the securities of the industries of the nation conform to the primary requirements of truth and honesty. It is no longer easily possible to mulct the innocent investor of his savings without opportunity for recourse against the issues of bogus security. Produce and stock exchanges find themselves required to conduct their business in the interest of the country and not in the interest of the gamblers on their market.

Through the decade preceding this administration, the platforms and public men of the Republican party have been loud in their protestations of their interest in the working man. Their pious platitudes found no echo in effective legislation. The right to organize and to bargain collectively had not been assured to the millions of employees who produced the wealth of the nation.

Though there had been recognition of the theoretical freedom of employees to unionize, through industrial espionage and discharge of union leaders, a small minority of organized industrialists had been able to frustrate labor's aspirations. By the Wagner Labor Relations Act this wall was breached and labor's right to organize and bargain collectively was firmly established.

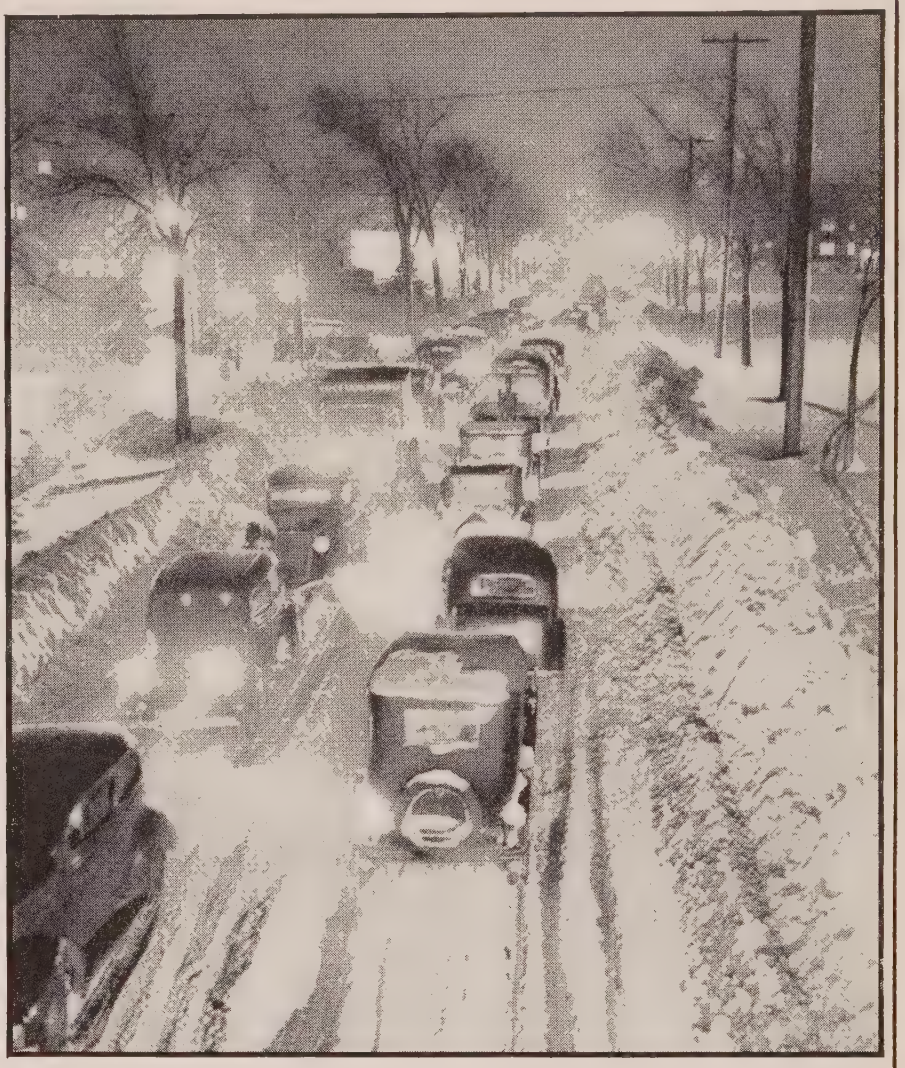
Administration of the Wagner Act has been difficult. It obviously imports into our jurisprudence new complications which must be handled in the white heat of industrial controversies. Criticism of the proceedings and conclusions of the National Labor Relations Board have been freely publicized.

Legitimate criticism will enable the Labor Board to attain better administration, but the public should be slow to give credence to any charge of unfairness or bias made against the board. It has had the great burden of working out labor adjustments in a new and unknown field and is entitled to sympathetic support from those of us who believe in the principles of fair play established by the act.

While I had nothing to do with proceedings before the board, it was my privilege to argue the industrial relations cases in the Supreme Court and to supervise the briefs and arguments in the Associated Press and Greyhound cases, and I would like to bear witness that in these difficult situations the record of the board bore unmistakable evidence of careful and impartial hearings, with every protection to the rights of all contestants. I attribute the successful outcome, in a large measure, to the Court's recognition of this fundamental fact.

Through judicial determinations, through better appreciation of the needs of the underprivileged, the Democratic party is in a position to bring about a better balance in their life in relation to other groups of our population. Few question the objectives. Who can be better fitted to work out the methods than those who conceived and initiated the plans?—*Stanley Reed, a week before his Supreme Court appointment*

Photo of the Week

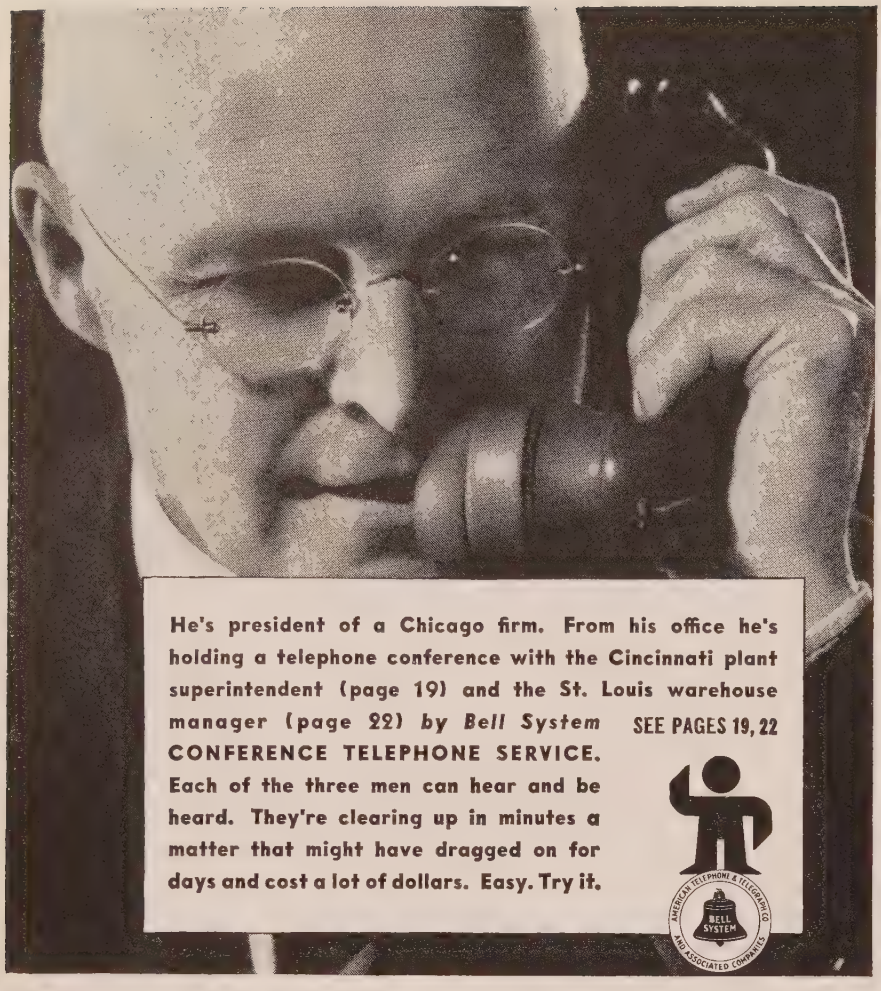


AT CATERPILLAR SPEED, vehicles crept along Buffalo's snow-packed highways. This scene, photographed by William Dyviniak, was taken when snows reached new highs and thermometers new lows.—*Buffalo Courier-Express*

JUNGLE TREASURE HOUSE

from "Good Housekeeping"

GLANCE at the latest large-scale map of the Congo, and you will notice that there is a peripheral strip, more or less wide, covered with a network of the blue patterns of navigable rivers, the blank lines of railways, the red of roads, and plenty of names of towns and villages. But in the center is a huge space, representing some 200,000 square miles of land, all white except for some little rivers that


He's president of a Chicago firm. From his office he's holding a telephone conference with the Cincinnati plant superintendent (page 19) and the St. Louis warehouse manager (page 22) by Bell System
CONFERENCE TELEPHONE SERVICE.
Each of the three men can hear and be heard. They're clearing up in minutes a matter that might have dragged on for days and cost a lot of dollars. Easy. Try it.
SEE PAGES 19, 22
BELL SYSTEM
AMERICAN TELEPHONE & TELEGRAPH CO. AND ASSOCIATED COMPANIES

end in dotted lines—their approximate course as it was *imagined* by the enterprising cartographer. This is the equatorial forest—untouched, unexplored, unknown.

If your map is large enough, you will find printed there words that no one would expect to find on a map of today: "Limit of forest unknown"; "Unexplored country"; "Impenetrable forest"; and so on.

If you step off one of those two forest roads, you will find yourself lost in a primordial jungle that seems to have been untouched since the very beginning of time. Think of what secrets that confusion of entangled vegetation can still jealously preserve, at no farther than a hundred feet from the road along which you pass in your 1938 model car without even suspecting their existence!

This is not a poetic notion, as we well know after having spent many years searching that jungle treasure house. There we have found by the dozens plants and flowers still unknown to science. We have observed hundreds of insects of the most remarkable forms and colors. We have captured and sent to the Rome Zoo a specimen of the Congo-Bongo, the first ever to be in captivity. And discovered and recently announced a new race of okapi, that prehistoric animal which has characteristics in common with the giraffe, the zebra, and half of Noah's Ark!

And there, too, lives the mulahu, a primeval creature out of a nightmare, whose determined ferocity and extraordinary might have built barriers of fear around the territory it haunts. Imagine a monster looking like a huge, hairy prehistorical specimen of humanity, in some way similar to the gorilla, but heavier, taller, more powerful and ferocious than the greatest of giant gorillas. An animal seven—perhaps eight—feet tall, covered with reddish-black wavy fur, and with a thick "veil" of white hair falling down from its forehead and hiding its eyes and nose.

For weeks during our last expedition we were on the tracks of this monster. One day, a footprint was found, absolutely human in appearance but 15¼ inches long. Another day, a particularly courageous chief brought us to a dead tree in the trunk of which a huge cavity, seven feet from the ground, showed signs of being regularly inhabited by some strange, enormous animal. And when, believing our quest near to a successful end, we induced an entire tribe of Mambuti to join us in a final drive to get this animal, dead or alive, the inhabitant of the strange wooden cave sped away before our noisy, advancing semicircle. And although we were unable to see it, hidden as it was in the thick foliage, its lightning appearance left in us the strong impression that it *was* the mulahu, a colossal ape, walking on its hind legs, and quite different from the gorilla and the chimpanzee, the only two anthropoids hitherto known to live in Africa.

All our hopes of capturing the animal were soon shattered, however, for the seven men who were supposed to stop the retreat of the animal disappeared as by a miracle. And only after long searching were they found, all dead in the very spot where they had come upon the mulahu, although their bodies did not show the slightest evidence of violence nor of any other understandable reason for death.

This tragic episode naturally ended our researches abruptly, as no human power would have been sufficient to bring the pygmies back to that cursed place.

The immediate future will perhaps be more benign to our work and allow us to bring complete light on this new fascinating mystery, the most thrilling of all those that the jungle has allowed us to unearth.

But how many more remain, that we could not even suspect?—*Commander Attilio Gatti*

THE POWER OF KINGS

broadcast by Station WINS

I HAVE always felt that the business man is the "forgotten man" in history.

Crassus, the richest man of Rome, got his start in life with a clever idea: a fire-engine company. He trained slaves as firemen and had a crude sort of pump. When a fire broke out in Rome, his company would dash to the scene. The excited owner would offer a big sum to save his property. But Crassus would smile and wait until the despairing owner offered a still bigger sum. Then the firemen would go to work. If they could not save the building, Crassus would buy the land cheaply.

He became a mighty landlord and a banker. He put all his wealth behind a poor young man whom nobody had heard of before—Julius Caesar.

Many a king has had to pawn his crown to a banker; some kings have begged dress suits of ermine from rich merchants, in order to make a good show at a wedding. And kings have often taken a merchant's advice with gratitude—some have even been made by business men.

La Pompadour looked to be the soul of frivolity, as did the other court beauties of France, in their powdered wigs and satin hoop-skirts. But they knew how to win big contracts in munitions-making for their friends, the bankers. They introduced new bankers to court; sometimes they introduced eager inventors who had new devices to show to the king. And the ladies made their handsome profits on every transaction.

Most European business men have felt a duke was a superior being. As soon as they made fortunes, they tried to buy titles themselves, and coats-of-arms and castles. They tried to "rise" into the aristocracy. If they themselves had no

social ambitions, their wives, or their sons and daughters did. Social ambition has been the bane of the business man of Europe: he has spent so much of his money to imitate and support a noble class which was really a warrior class.

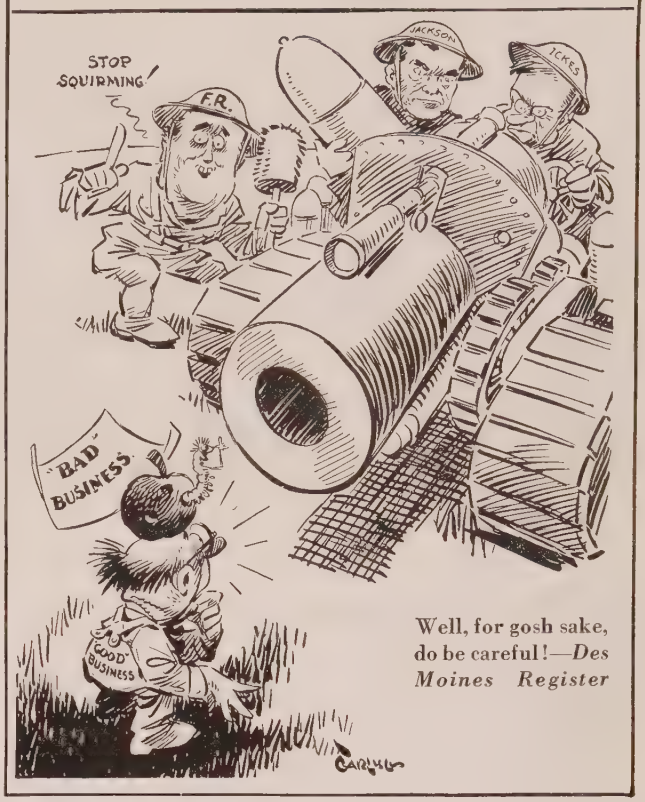
The Palace of Versailles is often held up as an example of magnificence, yet you could not ask even a very simple average American middle class family to spend a winter in it. It was unheated, unaired, extremely smelly, and without running water—except for the filthy water in the old fountains. But the king did not mind: he never took a bath anyway!

Business men's families have had running water in bath and kitchen for 4000 years. Plumbing has been found in the oldest business cities. In the Middle Ages, the proudest knights lived in cold, filthy castles—mere barracks where horses were stabled and dogs fought for scraps on the unswept floors. These castles were lonely—far out in the countryside. They had few visitors, very few books.

In the cities, governed by medieval merchants, men had clean homes; they had baths; they had stoves and rugs and libraries. In short, the aristocrat has built castles and palaces, but the business man is entirely responsible for what we call a "home."

The business men had a greater interest in many of the refinements of life than the aristocrats. The first aristocrats were pretty rude fellows, robber barons, often quite proud of stealing horses and holding up merchants on the roads. They were warriors and sometimes they felt embarrassed in the cozy homes of the merchants.—*Miriam Beard*

Cartoon of the Week



Well, for gosh sake, do be careful!—*Des Moines Register*

CONRAD BY CHANCE

from "Coronet"

ONCE I ran to earth the first issue of the first edition of Conrad's *Chance* and stood exulting as a lion hunter over my kill. Because this was, in fact, the extremely scarce $2000 *Chance*, born incognito, without even a dust jacket.

In a motley bunch of books I picked up in Rio de Janeiro for two cents apiece, lurked my *Chance*. Vaguely, I remembered seeing this pickup priced somewhere at five dollars, or was it ten? It didn't matter. Nothing to get excited about. Besides, my copy was in wretched condition. That is, its cloth jacket was shabbier than a bookkeeper's. So I threw it into a big box of books my friends were privileged to paw over, the week before I planned to sail for home.

At the last minute, however, I reached for any old volume to fill up a gap in my book trunk and this plug came up in my hand. So I wedged it in to keep the good merchandise from rubbing and during the trip looked it up once more in the price manuals I always carried along. Sure enough! There it was—one copy had sold for $200 just a couple years ago. But that was a presentation copy and probably its whole value lay in Conrad's holograph, with nothing left over for an uninscribed "first."

Maybe I had something. Anyway, I got up the nerve to show it casually to a Fifth Avenue dealer and you could have knocked me down with a *Poor Richard's Almanac* when he took the tattered old thing seriously, asked how much I wanted for it. I snatched at the opportunity.

"Oh, I'll take a hundred."

"Leave it here till tomorrow, will you?"

"Sure thing."

Next day he allowed as how he might just possibly be able to use it, but pointed out how very, very shabby the cover was, and there was even a small rip in it, right near the spine.

Embarrassed for my two-cent book, I agreed. "Doesn't look very good, does it? Well, what'll you give for it?"

"I might make it eighty in spite of the condition."

But a couple of months later I got a jolt. I was shaken to the very depths of my book-grabbing soul on seeing this very copy of *Chance* that I'd sold played up in the latest catalogue of the dealer who'd bought it, but priced now at exactly $2200. Pretty rapid advance, better than arithmetical progression—2 cents (my cost)—5 cents (my offering price in Brazil)—$80 (his cost)—$2200 (his offering price). How could such a thing happen?

The elaborate catalogue note below this treasure explained the whole mystery in these words: "The exceedingly scarce first issue of the first edition. Until recently the 1914 edition was considered to be the first, but due to a binders' strike, fifty copies of *Chance* were bound up at the end of 1913, with that date, and the regular first edition came out in a better binding a month later, with a new title page, dated 1914. The binders committed sabotage on the first issue by using a very flimsy cloth, which went quickly to pieces, especially along the spine, so that the outstanding point of this exceedingly rare first issue is *its shabby cover*."

I'd let the old-book man use that priceless shabby condition, the greatest asset the book had, as its outstanding weakness when he bought it from me. Dipping my pen in vitriol, I indited a stinging epistle to him. But I never sent it. On second thought, I'd made an even higher percentage of profit than he. With nearly 500,000 per cent gain on my 2 cent investment I couldn't very well cheep. He'd only hiked up his profit a couple thousand per cent.—*Bob Brown*

Poem of the Week

THE YEAR REVOLVES

The year revolves, the swifts return,
The fields are white with may;
To light the summer on its way
The chestnut-candles burn.

But bursting bud and lengthening day
To me are but the sign
Of one that took his youth and mine
And lost them far away.

—Enoch Powell in *First Poems*
Basil Blackwell, England, 5s.

EXCLUSIVE LITERARY DIGEST PHOTOS BY ROBIN CARSON

PEAK of the season's broadcasts of America's Town Meeting of the Air was the recent debate between James Roosevelt and Representative Samuel B. Pettengill

FREE SPEECH from the audience enlivened the broadcast after the debate. The LITERARY DIGEST photographer caught this gentleman about to sound off

GRANDMOTHER of one of the speakers, Mrs. Sara Delano Roosevelt eagerly watched her grandson delivering his first public speech as the President's secretary

Town

THREE years ago George Denny brough forth upon this continent a new radi program, conceived in open-mindednes and dedicated to the ancient Americar love of "having it out." If that sound Lincolnian, it is not more so than th program itself, which is a direct descend ant of the clash and fire of the debates o Lincoln and Douglas.

The Town Meeting of the Air, dealing in common sense, solid information, in telligent discussion of the most involve problems, is what theatrical people cal a "smash"—it is tremendously popular.

On the air at 9:30 on Thursday nights it has competed with some of the ranking names of radio—Bing Crosby, The Show boat, Horace Heidt—yet draws an audi ence any sponsor would covet. But th fathers of Town Hall refuse to risk th possible restraint of commercial sponsor ship, and the program has remained free NBC foots the bills. Town Hall, Inc., a Town Hall in New York puts it on.

A mass radio audience attracted by ar open discussion of public affairs is ir itself a phenomenon. The enthusiasm o these citizens, as demonstrated by th mail which sometimes exceeds 1000 let ters a day, is testimony to the extent t which the Town Meeting is creating a thinking public. There are some 750 lis tening groups scattered over this hemi sphere, hearing the program and thrash ing out the issues afterward. Hundred of libraries have instituted "Town Meetin shelves" where selected reading is avail able for the thousands who want to bon up in advance. Listeners in Alaska, Sas katchewan, Ecuador, mail in their ques tions. A group of trappers in the Fa North trudge miles on snowshoes each Thursday to their jointly-owned radi shack, hear the program, argue it out, an trudge back to their lonely stations.

The audience in Town Hall itself is a typical week-night New York theate crowd; the Hall much resembles a moder ate-sized, well-appointed movie house. By 8:15 the house is full. Half an hour later bald, portly and patient Dr. Arthur E Bestor of Chautauqua fame, takes th speaker's stand and explains the subject This done, he invites remarks from th floor. Now we're off, and phlegmatic in deed is he who can sit through a sessio at Town Hall and not, a dozen times, fee a strong impulse to get up and sound off

Sharply at 9:30 the Town Crier's bi brass bell announces that Town Hall i on the air. Suave, dapper. George V Denny, Jr., the moderator, takes over and announces the first speaker.

Hall

Anything might happen now. If "anything" does, it will be front-page news all over America the next morning. Like the time Senator Black became so heated that he threw away his prepared speech and flew into an impromptu tirade. Or the evening Robert Jackson and Wendell Willkie had words.

Town Hall is no place for one of tender sensibilities. If a questioner from the floor grows long-winded, dull and stupid, a hundred voices, in crescendo, invite him to "Sit Down!" But when a well-thought-out question is presented, audience applause indicates quick appreciation.

The question period is usually excellent fun. One speaker, a dignified banker in his eighties, was being so persistently questioned by the audience that Mr. Denny asked solicitously if he would like relief. "Hell," replied the happy old veteran, "I never had so much fun."

The quips fly thick and fast. When Chairman Denny asked General Hugh Johnson if he would like to reply to what his opponent had said, the General replied good-naturedly that he didn't think his opponent had said anything.

Pat answers delight the audience. On one occasion, an indignant speaker in the back row proclaimed that there was no freedom of speech in the United States. He was at once invited to indulge in freedom of speech in all 48 states at once. He quietly sat down.

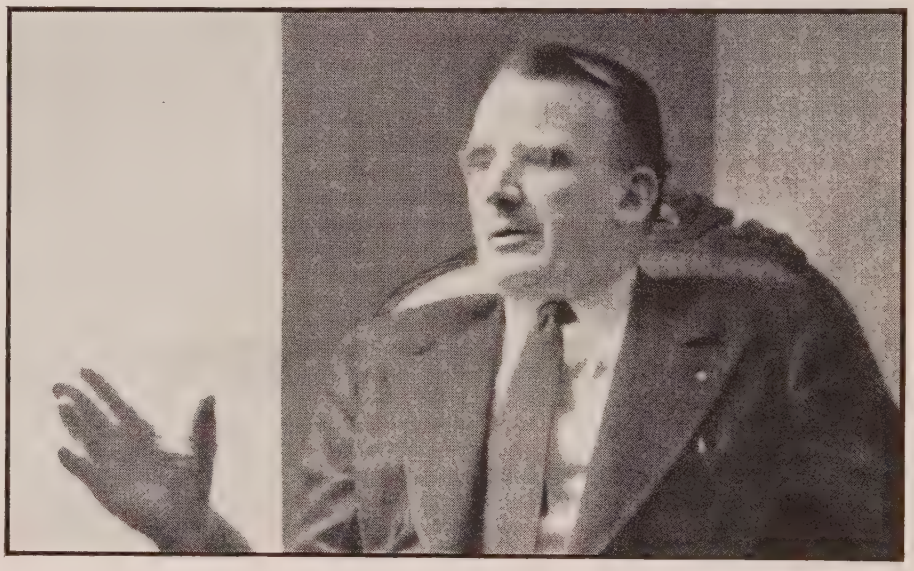
When the meeting is over there is a steady buzz of conversation as the audience files out. The conversation will continue into the night at home, not only among the audience at Town Hall, but in millions of homes over the entire continent. Best guesses indicate a minimum of two million, which soars, when the subject is more than usually exciting, to a maximum of ten million!

The Town Meeting radio program is an outgrowth of the League for Political Education, which was founded more than 40 years ago by a group of woman suffragists. Their purpose was to educate women to the responsibilities of the ballot. Their method was to provide free and open discussion. In 1935 the League's Director, Mr. Denny, decided that here was something the entire nation ought to get in on. The thing to do was to put Town Hall on the air.

The implication of all this is impressively clear. Millions of everyday citizens are thinking seriously about the major problems of the day. They want to know what's going on in their government.

—Earl Jerome

DEFENDING his father against the charge of dictatorship, Roosevelt said the reorganization plan would give the President in reality the power he holds in theory



OPPONENT of the plan, Representative Pettengill said that it went too far and would "destroy the Watchdog of Congress—the Comptroller General"

A THOUSAND LETTERS a day delivered at offices of the Town Meeting of the Air show how seriously upward of two million listeners take this novel broadcast

Topics in the News

Business . Science . Religion . Theater . Movies . Music

BUSINESS: Erie joins 36 other railroads in reorganization

In Cleveland, week before last, the Erie Railroad joined an unhappy company of Class 1 carriers. It was the third unit of the old Van Sweringen empire so to do (the first and second were Missouri Pacific and Chicago & Eastern Illinois) and swelled the roster of carriers in reorganization to thirty-seven.

Practically one out of every four of our interstate railroads is now operating in receivership or trusteeship, representing some 29 per cent in road mileage. But the sadder part of the picture is the fact that of all the roads that have gone bankrupt in the last five years, not one has emerged from reorganization.

Troubles for the Erie began last summer, when gross operating revenues started to fall while operating expenses continued to climb. "The Erie's financial ills," declared the president of the road, Charles E. Denny, "can be ascribed to the tremendous drop in earnings, which, in common with other roads, it suffered between August and December."

In December the road applied to the Reconstruction Finance Corporation for a $6,000,000 loan to help it meet forthcoming obligations. The Interstate Commerce Commission approved, provided the Chesapeake & Ohio Railroad (which owns 55 per cent of outstanding Erie stock) would guarantee the loan or put up collateral. This the C. & O. wouldn't do, its directors contending that the company's first duty was to conserve its resources for its own stockholders.

When Jesse Jones, chairman of the RFC, heard of that refusal, he declared: "If the C. & O. is unwilling to nurture its own child I don't see why the government should." Though he could understand the C. & O.'s desire to conserve its cash, he couldn't "understand their refusal to furnish this baby with a milk bottle." To Mr. Jones it appeared that the Chesapeake & Ohio was deliberately trying to force the Erie into bankruptcy, first, to reduce its fixed charges, and secondly, to regain control of the company after reorganization. So the RFC refused to lend the $6,000,000.

With no money forthcoming from the RFC, the Erie at the first of the year found itself short of cash, short to the extent of $1,800,000 needed to pay interest on six outstanding bond issues. With additional obligations to be met within the first three months of 1938, and insufficient cash to meet them, the Erie took the only way out: reorganization. Thus it rid itself of the headache of trying to earn fixed charges of $10,000,000 annually to cover obligations of $265,300,000.

Despite the charges and countercharges of responsibility for Erie's plight, the New York *Journal of Commerce* editorialized that "objective observers, who note the heavy burdens of fixed charges, the large near-by debt maturities and the very meager cash resources of this railway system, will not have to look for explanations far afield."

Meantime railroad men turned their eyes to Washington last week. Developments were under way there which they hoped would lead to a solution of rail problems.

Before the Interstate Commerce Commission, hearings were being concluded on the railroads' plea for a 15 per cent general freight rate increase and a half-cent-a-mile passenger rate increase in the East, to keep other roads from insolvency.

Also, in a Senate committee hearing room, Senator Wheeler continued his investigation into past railroad financing. Rumors flew about that a new rail reorganization bill was being considered, one which would speed up reorganizations and put rail finances in better shape.

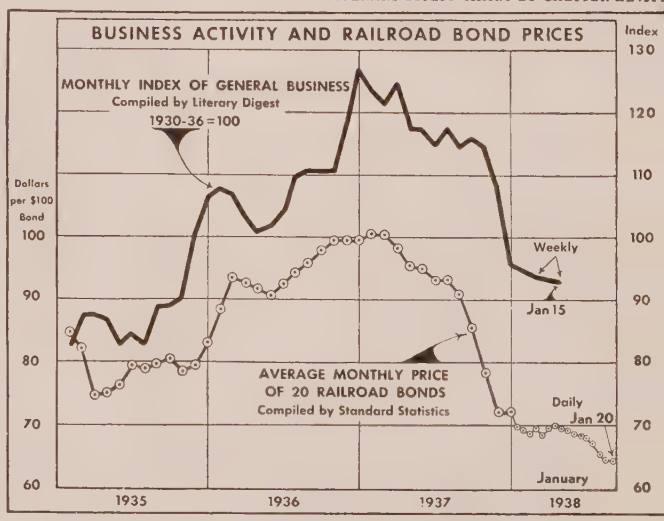
While these two problems were being thrashed out in Washington, the *Wall Street Journal* in New York presented this picture of railway earnings: Surveying the first five roads to report, it found that December income had fallen 67.2 per cent from December, 1936; 37.9 per cent from December, 1935.

SCIENCE: Socialized medicine exercises the medical profession

Wide extension of medical facilities is definitely coming, and soon. Furor over socialized medicine last week waxed to a significant maximum. The National Institute of Health, a division of

	1938 Jan. 15	1938 Jan. 8	1938 Jan. 1	1937 Jan. 16
STOCK VALUES	62	59	57	161
BOND SALES	57	63	70	112
BANK DEBITS—N. Y. CITY	88	93	86	94
DEPOSIT CIRCULATION—N. Y. CITY	95	100	118	100
BANK DEBITS OUTSIDE N. Y. CITY	107	110	104	120
FREIGHT CARLOADINGS	89	89	91	117
BITUMINOUS COAL PRODUCTION	—	90	102	129
CRUDE OIL PRODUCTION	147	144	149	134
AUTOMOBILE PRODUCTION	79	79	76	113
ELECTRIC POWER PRODUCTION	124	125	125	128
COTTON FORWARDINGS	78	78	81	168
CONSTRUCTION CONTRACTS	128	124	124	123
STEEL PRODUCTION	44	42	43	135
INDEX OF GENERAL BUSINESS	**92.8**	**93.6**	**94.2**	**124**

LITERARY DIGEST CHART BY CHESTER KEVITT



RAILROAD BONDS proved vulnerable when common stocks took to sliding downward last fall, and vulnerable again when the Erie Railroad last month defaulted interest due and moved toward trusteeship

the U. S. Public Health Service, had just reported on an incomparably huge survey of American health:

"During the fall and winter of 1935-36 the U. S. Public Health Service, with the aid of grants [$4,000,000] from the Works Progress Administration, inquired into the state of the nation's health and underlying social and economic factors by means of a house-to-house canvass of 740,000 families in urban communities in 19 states and 36,000 families in selected rural areas in three states."

These 776,000 families include 2,800,000 individuals. Results obtained in the survey are applied to the population of the whole country. Hence the estimate: On a given winter day, 6,000,000 people in the United States are unable to work, attend school, or pursue other usual activities because of illness or injury.

That is not necessarily startling. Both startling and distressing, however, are the report's summaries of relation between sickness and economic status. Furor over socialized medicine is justified.

Among families subsisting on relief or on other excessively limited income, incapacitation triples that prevailing among the higher income groups. Moreover: "The proportion of cases not receiving care from a physician was 17 per cent for families with incomes in excess of $3000; among relief families, 30 per cent of the cases received no care by a physician, the proportion for non-relief families with incomes under $1000 being 28 per cent."

"Out of this report emerges the unpleasant fact that one-third of the population is ill fed, ill housed, ill cared for in sickness," comments the New York *Times*. "Medical insurance, the group practice of medicine, federal and state subsidies, state medicine as practiced in Great Britain and on the Continent—all are frowned upon by the American Medical Association. Nothing comes from that body except a noncommittal willingness to consider any proposal of the Government."

The *Journal of the American Medical Association* reiterates:

"Under the leadership of many county medical societies, provisions for medical service to the indigent and to those partially able to pay have already been established in various parts of the country. . . . In Pennsylvania, seventeen counties now have such plans actively in effect. In Iowa, many county medical societies have taken over completely the medical care of the indigent.

"At its annual session in June, 1937, the A. M. A. reaffirmed its willingness to do its utmost today, as in the past, to provide adequate medical service for those unable to pay either in whole or in part for medical care. . . . Thus far no call has come from any governmental agency for the coöperation of the A. M. A. in studying the need of all or of any groups of people for medical service, or to determine to what extent any considerable proportion of our public are suffering from lack of medical care."

And the *Journal* goes on to advocate "a comprehensive system of medical care for all the people according to the American plan of medical practice."

But recent widespread criticism of the A. M. A.'s stand increased: "The so-called American plan has never been described." "How are the county medical societies to get the needed funds—especially for adequate treatment of the 2,500,000 chronically ill—42 per cent of the 6,000,000?" "If federal funds are allocated to county work, what is to become of the large free clinics, already established, but now suffering from declines in endowment and in donations?"

Unanimously, the Westchester County (N. Y.) Medical Society speaks out: "The New York State Medical Society and the American Medical Association must sponsor a definite, efficient plan to provide adequate free medical attention. Physicians, not politicians, must be in charge." Its president, Dr. Erich H. Restin, asks: "Are we to be medical men or merely errand boys for a group of bureaucrats?" He explains that, in Westchester County, non-professional welfare workers assign physicians to the indigent, and even specify treatment and number of calls.

Last week, led by their chairman, Dr. Russell Cecil, of New York Hospital, the 430 world-famous physicians who in November made "a declaration of independence" defying the A. M. A., fanned the furor. They advocate governmental subsidy of present non-political medical centers, the extension of the facilities of such happily graft-free centers, the creation of more such establishments, the elevation of medical training through subsidy to leading medical schools.

RELIGION: England's church reconciles the creation

In the beginning God created the heaven and the earth.—Genesis I, 1.

And God created great whales, and every living creature that moveth, which the waters brought forth abundantly, after their kind, and every winged fowl after his kind: and God saw that it was good.—Genesis I, 21.

And the Lord God formed man of the dust of the ground and breathed into his nostrils the breath of life; and man became a living soul.—Genesis II, 7.

TO DENY that scriptural accounts of creation were anything but literal truths was, in medieval England, to risk the horrors of heresy. To suggest, even until the latter part of the nineteenth century, that they were half-truths in the light of science was to invite ridicule.

For forty years, however, many a theologian here and in England has been teaching that evolution theories do not conflict with church doctrine.

By Bell System CONFERENCE TELEPHONE SERVICE this Cincinnati plant superintendent is talking to the Chicago headquarters on page 14 and the St. Louis warehouse manager on page 22, exactly as if they were all sitting around the same table. Conference Telephone Service gets busy executives together quickly — saves miles, minutes and money. Try it. Ask Long Distance for the Conference operator.
SEE PAGES 14, 22
BELL SYSTEM

Man Can Talk With God, Says Noted Psychologist

A new and revolutionary religious teaching based entirely on the misunderstood sayings of the Galilean Carpenter, and designed to show how we may find, understand and use the same identical power which Jesus used in performing His so-called Miracles, is attracting world wide attention to its founder, Dr. Frank B. Robinson, noted psychologist, author and lecturer.

"Psychiana," this new psychological religion, believes and teaches that it is today possible for every normal human being, understanding spiritual law as Christ understood it, to duplicate every work that the Carpenter of Galilee ever did—it believes and teaches that when He said, "the things that I do shall ye do also," He meant what He said and meant it literally to all mankind, through all the ages.

Dr. Robinson has prepared a 6000 word treatise on "Psychiana," in which he tells about his long search for the Truth, how he finally came to the full realization of an Unseen Power or force so dynamic in itself that all other powers and forces fade into insignificance beside it—how he learned to commune directly with the Living God, using this mighty, never-failing power to demonstrate health, happiness and financial success, and how any normal being may find and use it as Jesus did. He is now offering this treatise free to every reader of this magazine who writes him.

If you want to read this highly interesting, revolutionary and fascinating story of the discovery of a great Truth, just send your name and address to Dr. Frank B. Robinson, 407-2nd Street, Moscow, Idaho. It will be sent free and postpaid without cost or obligation. Write the Doctor today.—Copyright 1935, Dr. Frank B. Robinson.—Advertisement.

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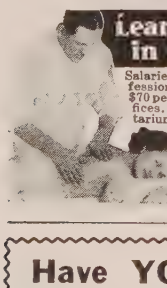

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LITERARY DIGEST
233 Fourth Avenue, Dept. F, New York

Nevertheless, in 1922 the Church of England felt the time had come to declare itself definitely on evolution as well as on other modernist issues. It named a special commission of inquiry. Last week, Protestant and Catholic clergy and laity all over the world avidly studied accounts of a 242-page report of the commission, the culmination of its monumental fifteen-year task. Subjects covered in addition to evolution: miracles, demons and angels, resurrection, baptism, the Bible, virgin birth, papal claims.

On the age-old question of Genesis vs. evolution it decided: "No objection to the theory of evolution can be drawn from the two creation narratives in Genesis I and II, since it is generally agreed among educated Christians that these are mythological in origin and that their value for us is symbolic rather than historical."

Such a declaration might have been a bombshell twenty-five years ago, but last week almost everybody felt that the church had merely put a stamp of approval on a doctrinal attitude long accepted by clergy and laity.

In England, church purists could not overlook an opportunity for a timely blast. Said the Church Association: "The commission has incubated a report which is merely an addled ostrich egg, for they disclaim the idea of defining what doctrine is permissible in the Church of England. According to the commission, you may think what you like and still be a Christian."

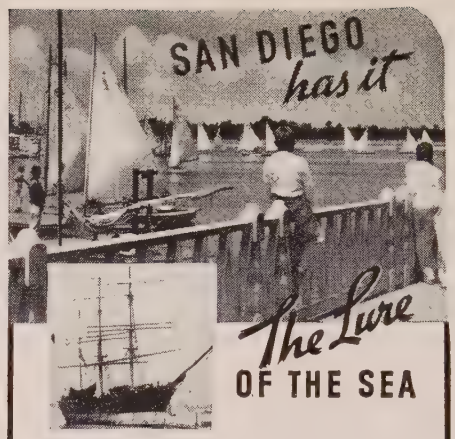
Most Anglicans, however, shared this terse summation of the evolution decision, as expressed by the New York *Times's* able Ferdinand Kuhn, Jr.: "The Established Church is weary of controversies. Like the British Commonwealth, it feels that it is big enough to include many divergent beliefs—high church and low church, modernist and fundamentalist—without wasting its energies on disputes such as the prayer-book quarrel of ten years ago."

"Interesting, but a little behind the times," was the way Bishop William T. Manning of New York felt. Said he: "The evolutionary theory has been accepted in the Anglican Communion and in the Episcopal Church by theologians of all schools for the last fifty years."

Episcopal church editors gave these comments to the LITERARY DIGEST:

Clifford P. Morehouse, of *The Living Church* (Milwaukee): "Evolution is not an issue in the American Episcopal Church. The essential teaching of the Church is that God created the heavens and the earth, and they belong to him. Whether the process took six days or six billions of years is relatively unimportant. . . . The report of the commission reinforces this teaching of the Church."

Granville Mercer Williams, *The American Church Monthly* (New York): "The theory of evolution is now so generally held by members of the Anglican Com-



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munion that it excites very little comment. . . . We believe in creation, but also in 'creation by evolution.'"

Guy Emery Shipler, *The Churchman* (New York): "Educated churchmen have long since ceased to be startled by Darwin and his successors."

The Rev. Dr. Howard Chandler Robbins, of General Theological Seminary, commented: "That God exists, that He is independent of the world process, that He is continually and everlastingly creator, and that creation is an act of His love, is the vital consideration theologically. The mode of creation is a quite different matter, upon which science sheds increasing light."

The Rt. Rev. Henry St. George Tucker, newly elected presiding bishop of the Episcopal Church in the United States, declined to comment on the English Commission's evolution decision. Other members of the House of Bishops shared the general view that there was no conflict with doctrine.

Judson A. Rudd, president of William Jennings Bryan University, at Dayton, Tennessee, outgrowth of the Scopes "monkey trial," told the LITERARY DIGEST:

"Any church commissioners claiming that man sprang from monkeys, apes, or related species deny Genesis I, 27, which reads: 'So God created man in His own image, in the image of God created He him.' To claim that man is evolving heavenward denies that all men are cursed in Adam and are in need of Christ."

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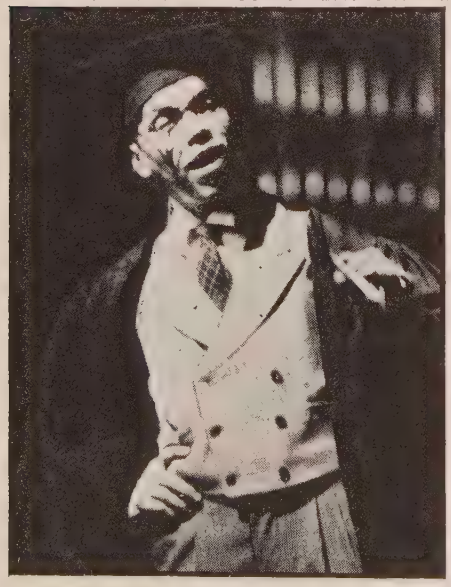

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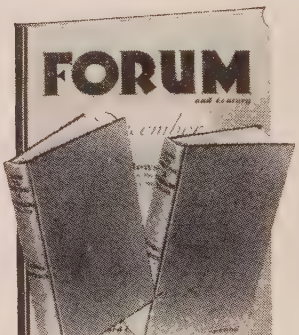

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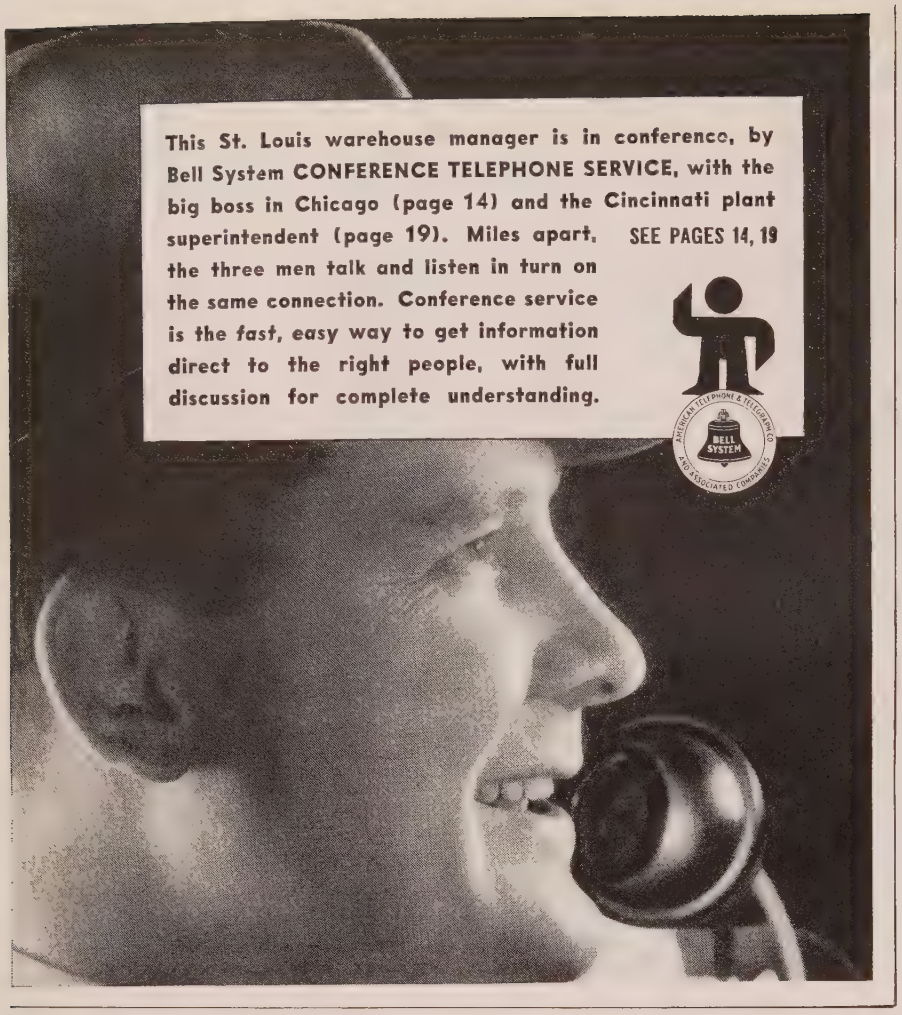
This St. Louis warehouse manager is in conference, by Bell System CONFERENCE TELEPHONE SERVICE, with the big boss in Chicago (page 14) and the Cincinnati plant superintendent (page 19). Miles apart, the three men talk and listen in turn on the same connection. Conference service is the fast, easy way to get information direct to the right people, with full discussion for complete understanding.
SEE PAGES 14, 19
BELL SYSTEM

nor Jarrett, and everything else, the miniscule purveyor of gigantism bore down on New York City after a two-year sabbatical. The result was "unveiled"—as the New York *Times* succinctly expressed it—a fortnight ago. Mr. Rose brought forth a new entertainment, called *Let's Play Fair* and described as a revusical comedy.

The show opened in the French Casino, which recently failed and now has been renamed Casa Mañana. It is a take-off on the New York World's Fair of 1939, with special reference to New York's gardenia, Grover Whalen. Out of deference to his Texas experience, Rose has added bevies of Texan cuties imported straight from the Panhandle state to revive butter-and-egg men long tired of the tired Broadway brand of showgirl.

Oscar Shaw appeared as Grover Whalen, and looked the part. Doctor Rockwell appeared as a professor of anatomy, to convince Whalen of the financial desirability of legs and more legs for the World's Fair. Sally Rand, of fan-dance fame, appeared to demonstrate Rockwell's point. Convinced, Whalen sends the professor on a world tour in search of legs. That is the extent of Mr. Rose's plot.

You would never suspect that New York's license commissioner recently set up a hullaballoo which closed burlesque houses and ended the art of strip-tease. Most of the cast are old-timers. In addition to Oscar Shaw and Doc Rockwell, they include Tommy Patricola, Wini Shaw, and Morton Downey. John Murray Anderson staged and lighted the production, Raoul Pene Du Bois designed the costumes, and Abe Lyman dispensed the music.

MOVIES: From London comes *The Divorce of Lady X*

BEFORE A. P. Herbert, English ladies got caught by irate husbands in hotel bedrooms of other gentlemen—and it was no laughing matter. In fact it wasn't a matter one discussed at all except in the most questionable London drawing rooms. Along comes Mr. Herbert, eminent writer, wit, and member of Parliament with a crusade on his shoulder and a wink in his typewriter. While he was shouting down Conservatives in the House of Commons, he also published *Holy Deadlock,* the divorce exposé which left England sprawling from shock and laughter.

Maybe Herbert's barbs are not directly responsible for Alexander Korda's cinematic venture into marital unrest, but it does seem significant that *The Divorce of Lady X,* latest product of Korda's London Film Studios, plays fast, flippantly, and loose with the sanctified institution of marriage.

Americans, more accustomed to the conjugal marionette device in which the principal puppets are pulled by wires from hotel to law court, will find *Lady X* a pleasant comedy handsomely mounted in Technicolor and set against the smartest of modern backgrounds. The film also introduces Merle Oberon in her Technicolor debut. She emerges with flying colors.

Unfolded with typical English calm, the plot concerns Miss Oberon's efforts to land Laurence Olivier, that handsome overseas star here cast as an earnest young lawyer with a roving eye. She accomplishes this feat with the aid of our old friend, mistaken identity. Traveling at a far more leisurely pace than Hollywood might prefer, *The Divorce of Lady X* is packed with gentle bedroom humor. The conduct of the cast is impeccable. The fun springs from innuendoes, from suspicions by certain characters of what the two leading figures *might* have done.

Lady X will be especially amusing to people familiar with aristocratic British foibles, for this is the English movie which really kids the English.

Also from England

JAMES BRIDIE'S *Storm in a Teacup,* unsuccessfully presented last year by the Theatre Guild as *Storm Over Patsy,* turns out to be a delightful and wistful affair in the Alexander Korda-London Films version. During its last reels it becomes uproarious farce.

Don't be frightened by the news that it is crammed with Scotch dialogue. It seems one has to pay license money for dogs in Baikie, Scotland, and Mrs. Hegarty, poor Irish widow, finds herself bereft of her mongrel Patsy for nonpayment.

A young newspaper man, recently arrived from London, turns the restoration of Patsy to her rightful owner into a crusade of civil war proportions.

This engaging satire on minor government officials reaches its high point in the trial of the newspaper man on charges made by the provost. L'affaire Patsy has become a *cause celebre* throughout the Empire. The defendant is represented in court by the lawyer for the F. F. F. F. F.: Federation for Friends of the Feathered, Four-Footed, and Furry.

Apart from Patsy, who is more than a credit to her tribe, acting honors go to the superb performance of Sara Allgood as Mrs. Hegarty.

MUSIC: Brahms to Tin Pan Alley, on the records

IF FRITZ KREISLER continues to play the violin in public as well as he does in his Victor recording of the Brahms concerto, with John Barbirolli leading the London Philharmonic, he has many years still ahead of him on the concert stage. Doubtless the virtuoso is today past his prime. But in recording he has the advantage of concentrating on one composition, even dividing it into sections, according to the sides of the disks, and of

PULCHRITUDE in Technicolor from England, in "The Divorce of Lady X." Laurence Olivier and Merle Oberon are victims of mistaken identity, in a hotel

replaying any part that is not satisfactory. In the case of the Brahms masterpiece, the result is thoroughly satisfactory.

When a supreme interpreter, such as Fritz Kreisler, plays this concerto by Brahms, one realizes that nothing else in the literature of the violin quite reaches its level, not even the inspired work of Beethoven. One gets a similar feeling from the Brahms third symphony, in F, beautifully recorded in the Musical Masterpiece Series by Bruno Walter and the Vienna Philharmonic Orchestra. Here is one piece of music without a single unnecessary note, a perfect fusion of melodic invention and musicianship.

By giving a concert in Carnegie Hall, Benny Goodman joined the classicists of jazz, like Paul Whiteman and Vincent Lopez in the past. The demand for tickets was so great that thousands had to be turned away. This bespectacled virtuoso of the clarinet seems established today as the king of swing; and his band gives an astonishing performance, whether it be in concert, on the radio, or on records.

That new menace of Tin Pan Alley, the Yiddish "Bei Mir Bist Du Schoen," gets three different treatments on the popular Decca records, and all of them are effective. First there is the original version, as sung by the Andrews Sisters, who really created its popularity. This may be considered the authentic interpretation, if there is such a thing. The reverse carries George Gershwin's "Nice Work if You Can Get it," so you can't lose. Next comes a straight dance record, by Glen Gray and his Casa Loma Orchestra, with "Pee Wee" Hunt doing a creditable job on the singing end. Finally Ella Fitzgerald, the great colored singer, swings the tune with her Savoy Eight, showing full appreciation of its torrid possibilities.

TOPICS in brief

As a fine example of moderation tempered with sanity and balance, we submit the comment of Bernard M. Baruch that "conditions are not as good as I would like to see them, but they are not desperate."—*Kansas City Times*

How quickly popularity wanes. Only a year or so ago it was a rage everywhere, and now, Mr. Ickes says, the monopoly game is confined to sixty families.—*George Ryan in Boston Herald*

When the Vice President's bedtime is the subject matter of Washington dispatches, it can be said that Garner has made a complete job of rescuing his office from obscurity.—*New York Sun*

Another reason we believe Washington regards the recession as pretty serious is that it apparently is the first emergency since 1933 that couldn't be cured by a fireside chat.—*Kansas City Star*

Just why Senator Lodge fell out of the presiding officer's chair in the Senate is unknown, but it is our guess that the gentleman who was speaking let go with a grammatical sentence or an accurate historical allusion.—*Easton (Pa.) Express*

Secretary Morgenthau has struck out at Acting Comptroller General Elliott, declaring that he has taken too literally press references to his being "the watchdog of the Treasury." This looks like a case of the Treasury wagging the watchdog.—*Christopher Billopp in Baltimore Evening Sun*

Mr. Knudsen of General Motors says the recession will not last long, and Mr. Sloan is pessimistic. Both of them know as much as you know, and you're entitled to your guess.—*Louisville Times*

"The world will last a billion years longer," declares a Chicago physician. Tut, tut, doctor; this is no time for pessimism. *Olin Miller in Atlanta Journal*

A pair of divorced Hollywood entertainers each wants the other to undergo a mental test. This thing ought to be nipped in the bud by the movie moguls.—*Toronto Globe and Mail*

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"My cousin sent me. He said you'd give me a special price."

"I just want to look at your stock. My uncle wants to match a pants."

"I don't wear suspenders. How much will you take off if I don't take the buttons?"—*John Chapman in New York Daily News*

Private—A little boy was saying his go-to-bed prayers in a very low voice.

"I can't hear you, dear," his mother whispered.

"Wasn't talking to you," the small one answered, firmly.—Brown Jug

Big Heart—A well known attorney was always lecturing his office boy, whether he needed it or not. One day he chanced to hear the following conversation between the boy and the one employed next door:

"How much does your chief pay you?" asked the latter.

"I get $1500 a year. Five dollars a week in cash and the rest in legal advice!"—*The Improvement Era*

Pal—Jim Thurber, the cartoonist, was served with a summons intended for his brother, John Thurber. Jim therefore had to go to court and prove that he is Jim and not John. He took the stand, admitted that he had no birth certificate, but offered his driver's license and two letters addressed to him. At that moment Robert Benchley, who was to be his identifying witness, entered the room, waved to Jim seated in the witness chair and greeted: "Har'ya, John!"—Leonard Lyons in New York Post

Inference—Man (getting a shave): "Barber, will you please give me a glass of water?"

Barber: "What is the matter? Something in your throat?"

Man: "No—I want to see if my neck leaks."—*Duke 'n' Duchess*

Surprise—Here's one about Groucho Marx's experience while driving back from Caliente. Groucho was stopped at the border by a customs officer, who questioned him.

The officer asked: "What's your name?"

Groucho answered: "Groucho Marx."

"What's your nationality?"

Groucho answered: "American."

"What's your occupation?"

Groucho answered: "Smuggler."—Sidney Skolsky in New York Daily Mirror

Tact—A seemingly stupid young fellow was being bullied in cross-examination. "Do you ever work?" demanded the attorney.

"Not much," the witness agreed.

"Have you ever earned as much as $10 in one week?"

"Ten dollars? Yeah. A couple of times."

"Is your father regularly employed?"

"Nope."

"Isn't it true that he's a worthless good-for-nothing, too?"

"I don't know about that," said the witness. "But you might ask him. He's sittin' there on the jury."—*American Magazine*

Simplification—People in the Blue Ridge mountains live in spots almost inaccessible, where there are no roads and travel of any kind is extremely difficult, but this disturbs them little, as they have no occasion to leave. A stranger, finding himself alone in one of these spots, asked a native, "My friend, how should I go from here to Knoxville?" The native was puzzled and scratched his head for inspiration, saying, "Well, stranger, if I was going to Knoxville I think I would go up this here holler until I came to an old wood road; no, if I was going to Knoxville, I'd go down the valley and then go up the first right-hand branch. No, you couldn't get through there. To tell the truth, stranger, if I was going to Knoxville I wouldn't start from here."—*Record*

Illusion—A backwoods mountaineer one day found a mirror which a traveling tourist had lost.

"Well, ef it ain't my old dad," he said, as he looked in the mirror. "I never knew he had his picture took."

He took the mirror home and stole into the attic to hide it. But his actions did not escape his suspicious wife. That night while he slept she went to the attic and searched until she found the mirror.

"Humph!" she snorted, looking into it, "so that's the old hag he's been chasing."—Brewery Gulch Gazette

Nature Note—An interesting fact not worth knowing: An old elephant will travel thousands of miles through jungle, over mountains and around swamps to reach the place where he is going to die. In fact, it's this trip that kills him.—*Arthur "Bugs" Baer in Seattle Post-Intelligencer*

Assumption—The American Automobile Association says a man can park a car properly, but that a woman cannot. How does the A.A.A. know? Has any woman ever tried to park a car properly?—Washington Post

Excellent Reason—Viscount Leverhulme told the American Chamber of Commerce today the story of a British worker who baffled scientific management experts.

At a factory they visited, all the workmen pushed their wheelbarrows but one. He pulled his. After much conjecture the experts asked the man why.

"Well, Guv'nor," the man replied, "Hi 'ates the sight of the bloomin' thing."—*United Press Dispatch from London*

"They said I ought to drive it easy for the first 1500 miles!"—*Everybody's, London*

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